City of Piedmont
PLANNING COMMISSION AGENDA REPORT

DATE: September 23, 2024

TO: Planning Commission

FROM: Kevin Jackson, Director of Planning & Building
Pierce Macdonald, Senior Planner

SUBJECT: Informational Report and Study Session Introducing Development and Design Approaches for the Draft Moraga Canyon Specific Plan

AGENDA ITEM NUMBER 1

RECOMMENDATION

This is an informational report for a study session on the Draft Moraga Canyon Specific Plan (MCSP). This study session is being held as a preliminary step prior to the completion of a draft specific plan. Staff recommends the Commission receive staff's report and a presentation from the JZMK Partners consulting team, followed by receipt of public comments and then a discussion of the content of the draft chapters.

EXECUTIVE SUMMARY

On August 12, 2024, the Planning Commission reviewed architectural styles in draft chapter 7 of the MCSP, and site development scenarios for the MCSP study area were reviewed by the Planning Commission on January 8, 2024. Both previous study sessions provided opportunities to discuss priorities related to goals set forth by the City Council. Draft meeting minutes are included as Attachment C.

On January 22, March 1, and March 18, 2024, the City Council held study sessions to discuss land use options, phasing, roadway improvements, integration of market-rate and affordable units, fiscal impacts, and financial feasibility, such as residual land value. At the conclusion of these study sessions, the City Council directed City staff and the consultant team to refine and begin the preparation of a Draft Moraga Canyon Specific Plan that includes two options for the siting of the proposed multifamily housing: Option A on the south side of Moraga Avenue and Option B on the north side of Moraga Avenue. The complete Draft MCSP is expected to be published for public review later this year.

The intent of this report is to discuss the development requirements for new multifamily housing, City facilities and infrastructure in the MCSP study area, contained in draft chapters 3, 4, 5, and 6. These chapters cover general development regulations (chapter 3), circulation (chapter 4), site design (chapter 5), and building design (chapter 6). As part of this study session agenda item, the Planning Commission is asked to consider appropriate development requirements for the new multifamily housing development in the MCSP study area. The following topics will be presented

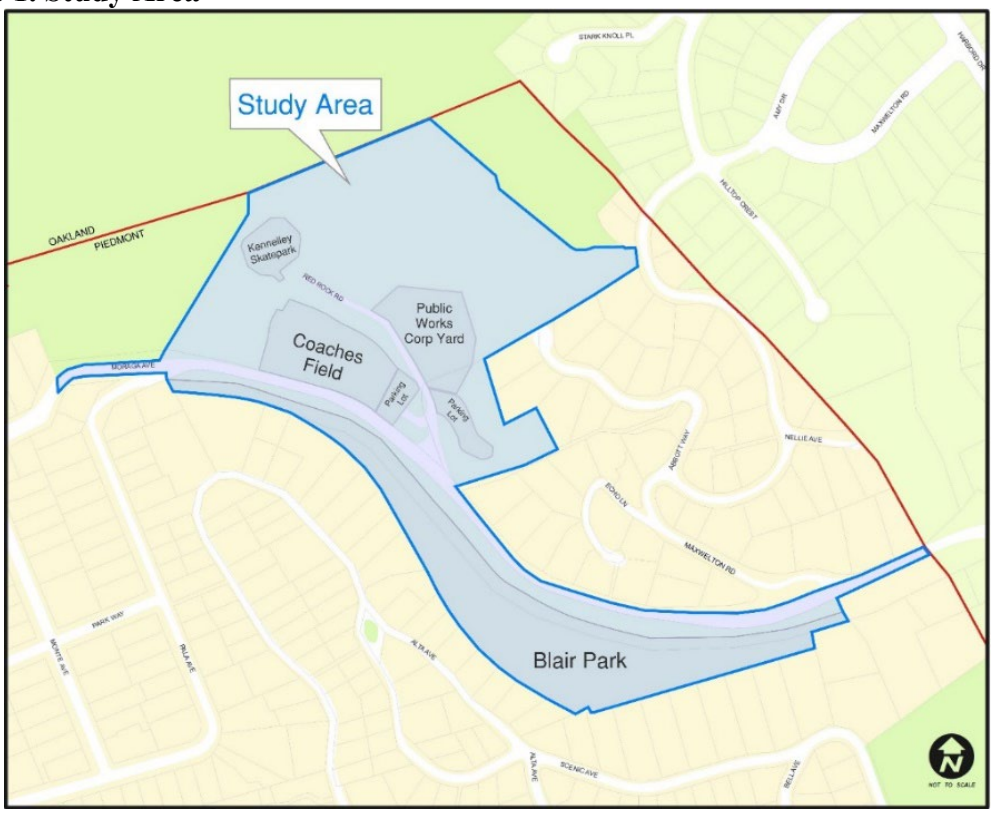
to the Commission at future meetings: introduction and vision (chapters 1 and 2), landscaping (chapter 8), public infrastructure and utilities (chapter 9) and implementation (chapter 10). To facilitate the study session discussion, staff and consultants JZMK Partners and Rincon Associates will provide a slide presentation with content from draft chapters 3, 4, 5, and 6 of the MCSP focused on preliminary development requirements. This is an informational item, and no action will be taken.

BACKGROUND

Moraga Canyon Specific Plan Study Area

As shown in Figure 1, the City owns five parcels (comprised of APN 050457901900, 050457902100, 050457908000, 048A700200303, and 050457906100), totaling roughly 18 acres on both the north and south sides of Moraga Avenue near Red Rock Road. North of Moraga Avenue are two parcels totaling approximately 12.8 acres that contain Coaches Field and Kennelly Skate Park recreational facilities, the Public Works corporation yard, two small parking lots, and open space on sloping terrain. South of Moraga Avenue there are three parcels totaling approximately 5 acres that provide an open space area known as Blair Park. The study area abuts Mountain View Cemetery to the north, and single-family residential neighborhoods to the east, south and west.

Figure 1. Study Area



Housing Element Program 1.L

As provided in the 6th Cycle Housing Element adopted by the City Council, the primary objective of Housing Element Program 1.L is to accommodate at least 132 dwelling units. On March 18, 2024, the City Council expressed a willingness to consider development up to 199 housing units,

60 of which would be affordable to households earning lower incomes. The text of Program 1.L is provided as a hyperlink in the Attachments section of this report.

Zone B Development Regulations

The MCSP area is within the Public Facilities Zone, the zone B district, of the Piedmont City Code. The following table summarizes the existing development regulations for multifamily development in zone B.

Standard	Zone B Requirement
Lot Area	Minimum 10,000 square feet
Frontage	Minimum 90 feet
Structure Coverage	Maximum 70%
Landscape Coverage	Minimum 15% (or 10% if at least 20% of units are affordable)
Structure Height	45 feet
Street Yard Setback	15 feet (or as aligned with adjacent single-family development)
Side Yard Setback	4 feet (plus some stepbacks above two stories)
Rear Yard Setback	4 feet (plus some stepbacks above two stories)
Density	Minimum density of 20 units per acre; maximum 60 units per acre
Unit Type Mix	50% of the units in a multifamily housing development, including cohousing (but excluding senior housing, licensed residential care facilities of 7 or more residents, and disabled housing), shall have a minimum of two bedrooms, unless 100% of the units are affordable to households earning 50% or less of the AMI.

Pursuant to Section 17.22.040.A of the City Code, City projects are not subject to development standards, except for City Code requirements for green building energy efficiency requirements and bay-friendly landscaping requirements, in zone B.

Parking Regulations

The following table summarizes the existing parking requirements for multifamily housing pursuant to section 17.30.020 of the City Code:

<table>
<tr><th></th><th colspan="2">Minimum number of off-street covered parking spaces</th></tr>
<tr><td rowspan="2">Multi-family development, independent living senior housing, independent living disabled persons housing</td><td>1 space per studio or 1 bedroom unit</td><td rowspan="2">Exception: Planning Commission shall reduce to 50% of required spaces when:
a. Development is within ½ mile of regularly scheduled public transit stop; and
b. At least 50% of units are deed-restricted for a period of 55 years to low-income households.</td></tr>
<tr><td>1.5 space per 2 or more bedroom unit</td></tr>
<tr><td>Licensed residential facility or group home for 7 or more residents</td><td colspan="2">1 space per bedroom</td></tr>
<tr><td>Single room occupancies or co-housing</td><td colspan="2">1 space per bedroom
Exception: Planning Commission shall reduce to 50% of required spaces when:</td></tr>
</table>

	a. Development is within ½ mile of regularly scheduled public transit stop; and b. At least 50% of units are deed-restricted for a period of 55 years to low-income individuals.	
Religious institution affiliated housing	as provided in Section 65913.6 of the Government Code	
Senior housing, disabled persons housing (Assisted Living)	0.5 space per studio or 1 bedroom unit	Additionally, 1 parking space for each employee on-site at peak staffing.
	0.75 space per 2 or more bedroom unit	

City Council Study Sessions

On January 22, March 1 and March 18, 2024, the City Council held study sessions to consider the advantages and challenges of various land use approaches. At the conclusion of the March 18, 2024 study session, the City Council directed staff to continue to study residential development on City-owned land on both the north and south sides of Moraga Avenue. The Council study sessions are described in detail in the August 12, 2024 staff report and attachments (Attachment B). The massing studies, included below, show the four to six-story, podium design concepts that were presented at the Council study sessions:

DISCUSSION

Draft Chapters of the Moraga Canyon Specific Plan

Based on the research and public engagement to date, City staff and JZMK are presenting our recommendations for development approaches and standards for development in the MCSP study area (Attachment A). This study session includes an overview of four chapters of the MCSP, which are "works in progress" being prepared by the City's team of staff and consultants. This staff report and the accompanying presentation will cover draft chapters 3 to 6, as follows.

- **Chapter 3, Development Regulations:** Draft Chapter 3 organizes the locations of single-family housing and multifamily housing opportunities in the MCSP area and coordinates auxiliary development that will make the MCSP a comfortable and appealing new neighborhood. Chapter 3 includes analysis of constraints and opportunities such as surrounding land uses, slopes, hydrology, tree coverage, and soil conditions.
- **Chapter 4, Circulation and Multi-Modal/Complete Streets Improvements:** Draft Chapter 4 provides the roadway layout and design standards, including parking conditions,

pedestrian and bicycle connections, Moraga Avenue and Red Rock Road intersection, public transit, emergency response, evacuation, roadway designs, trail designs, and driveway placement.

- **Chapter 5, Site Design:** Draft Chapter 5 provides standards for building, orientation, utilities, service area, building equipment, private and common open space, vehicular and bicycle parking areas, pedestrian access, site lighting, and slope and grading standards.
- **Chapter 6, Building Design:** Draft Chapter 6 organizes building form, massing and siting standards to support the range of designs included in Chapter 7, Architectural Styles.

Draft chapter 7 organizes the preferred architectural styles for the MCSP area into the following three categories: Mediterranean, Canyon Contemporary, and Suburban Traditional. The recommended styles are broadly defined to provide flexibility in their implementation. This draft chapter was presented to the Commission on August 12, 2024 (Attachment B), and the Commission's comments are being incorporated into the draft.

Each of the chapters are intended to support appropriate development of four to six-story multifamily residential buildings. The draft MCSP chapters have been developed to achieve the following goals:

- Implement Housing Element program 1.L;
- Provide flexibility in building and land use design while describing the City's preferences for future development;
- Ensure highest-quality building and landscape forms and materials;
- Provide architectural standards that integrate the building design, access, and site improvements for both market-rate and affordable multifamily housing developments;
- Build with the existing topography of Moraga Canyon and encourage the siting of future development to reduce required grading activities and retaining walls;
- Create comfortable and attractive ground-floor pedestrian environments;
- Ensure landscaped open spaces to screen and soften future four- to six-story multifamily buildings.

The overarching vision for the MCSP and definition of key terms will be addressed in chapters 1 and 2 of the MCSP. Landscape design requirements will be provided in chapter 8. Public infrastructure and utilities, in chapter 9. Implementation of the MCSP will be described in chapter 10. Draft chapters 1, 2, 8, 9, and 10 will be presented to the Commission at a later time.

Role of the Planning Commission During the MCSP Planning Process

Piedmont City Code Section 25.3, Powers and Duties of the Planning Commission, states:

> "It shall be the duty of the planning commission to investigate and make recommendations to the City Council concerning real property, subdivisions, lot building restrictions, planning and zoning matters as may be in the best interest of the City, and to grant or disapprove design review and variance applications. In addition, the commission shall have the following powers and duties:
>
> (a) To consider and make recommendations to the Council on matters affecting the design and aesthetics of buildings, structures and other improvements within the City;
>
> (b) To consider and make recommendations to the Council regarding methods of

encouraging and promoting good design in construction within the City in order to maintain the high quality of aesthetic values which make the City unique."

In addition, California Government Code Sections 65450-65457 sets forth requirements for the preparation and implementation of specific plans. The City Code and State law require that upon the completion of a draft specific plan, the Planning Commission must hold at least one public hearing prior to forwarding its recommendation for approval or denial to the City Council. *Please note that this study session precedes the completion of a draft specific plan and does not serve as a public hearing at which the Commission is asked to make a recommendation to the City Council.*

For the Planning Commission's discussion during this study session, staff seeks the Commission's guidance on the content of the preliminary draft chapters 3 to 6, including but not limited to the following items:

1. **Building height**. Page 122 of draft chapter 6 of the MCSP would establish a new height limit in Zone B for multifamily housing of 60 feet as measured from average grade. Staff requests Planning Commission feedback on the recommended maximum building height of 60 feet and measurement methodology. The existing allowed building height in Zone B is 45 feet for multifamily development. Based on staff's analysis and HCD guidance, a building height of less than 60 feet would not result in the size of buildings needed to achieve 132 up to 199 housing units while continuing to reserve areas of open space in Moraga Canyon. A zoning amendment to building height would be required to implement the MCSP.
2. **Multifamily frontage.** Page 98 of draft chapter 5 would establish a parcel frontage for multifamily development of 45 feet when a property abuts a private roadway. The existing frontage requirement in Zone B is 90 feet on a public roadway. Development in Option B, north of Moraga Avenue, would be accessed by a private roadway extension of Red Rock Road. A zoning amendment adding a standard for frontage on a private roadway would be required to implement the MCSP.
3. **Single-family frontage**. Page 98 of draft chapter 5 would establish a parcel frontage of 25 feet or more for areas of the MCSP area designated for single-family development. The existing frontage requirement for single-family development in Zone B is 60 feet. A zoning amendment reducing the frontage requirement for single-family development pursuant to specific plan standards would be adopted to implement this part of the MCSP.
4. **Grading**. Pages 110-118 of draft chapter 5 would establish new grading standards and management strategies for hillside development in Moraga Canyon. A grading analysis and special design standards would apply prior to review of development applications on hillsides with greater than 25% slopes. Hillside slopes greater than 50 percent would be avoided or treated with special care during grading. Establishment of grading standards in Moraga Canyon does not require amendments to Zone B regulations. It may be advisable to establish grading standards for other hillside areas of Piedmont.
5. **Driveway placement and roadway improvements**. Draft chapter 4 of the MCSP would establish roadway standards for Moraga Canyon, including possible driveway placements, pedestrian and bicyclist connections, transit stops, and traffic light. Roadway improvements have been studied and improvements are proposed that comply with state transportation standards. Establishment of roadway standards does not require amendments to Zone B regulations.

6. **Parking regulations**. Draft chapter 4 discusses parking standards. No zoning amendments to City Code division 17.30 are envisioned to implement the MCSP. Existing parking reductions and incentives for affordable housing and transit-oriented housing would apply in Moraga Canyon.
7. **Architectural and site development detail**. Staff requests Planning Commission feedback on the depth of detail of each of the design elements in each of the MCSP chapters to ensure the highest quality of design, building articulation, and materials; and

ENVIRONMENTAL REVIEW

The MCSP team of staff and consultants include Rincon Associates, which is the firm helping the City to prepare an analysis of the potential environmental impacts of development under the MCSP pursuant to the California Environmental Quality Act (CEQA). Analysis is on-going and includes, but is not limited to, the CEQA environmental checklist (Appendix G of the CEQA Guidelines), consultation with Native American Tribes (pursuant to SB 18) and evaluation of potential impacts related to cultural resources, traffic and natural hazards, air quality, pollution, climate change, safe evacuation, and potential impacts of development on City infrastructure.

PUBLIC ENGAGEMENT

Public engagement is on-going. Subsequent to the posting of the complete Draft Moraga Canyon Specific Plan this fall, the Specific Plan will be discussed at study sessions of the City Council and considered at meetings of the Park Commission, Recreation Commission, Planning Commission and City Council. Public engagement completed to date includes:

Public Opinion Survey

The Moraga Canyon Specific Plan Community Survey ran from September 20 to October 20, 2023. More than 1,100 community members participated in the survey. The survey was promoted broadly via digital, print, and in-person platforms, such as the 2023 Piedmont Harvest Festival. In the responses to the online public opinion survey, respondents expressed preferences for types of housing development. The Public Opinion Survey is described in detail in the August 12, 2024 staff report and attachments (Attachment A).

November 30, 2023 Community Workshop

On November 30, 2023, a Community Workshop was held to provide information about the Moraga Canyon Specific Plan and to receive comments from members of the public. The August 12, 2024 staff report (Attachment A) provides a summary of the community workshop and comments received, a spreadsheet of comments received after the workshop, and thumbnail images of the open house presentation boards.

City Council Study Sessions

As described above, the City Council held study sessions to consider the advantages and challenges of various land use approaches during a series of public meetings on January 22, March 1 and March 18, 2024. Members of the public were invited to attend the meeting and give public comments.

NEXT STEPS

City staff and JZMK Partners are in the process of preparing a Draft Moraga Canyon Specific Plan for public review and comment, as well as finalizing the project description being studied pursuant to the California Environmental Quality Act (CEQA). Although public engagement and analysis are on-going, City staff and JZMK Partners recommend that the Specific Plan begin to outline a path for development that is consistent with the desires of the Piedmont Community based on the feedback received through public engagement to date. The Planning Commission's discussion of the draft chapters for multifamily residential buildings, as well as public comment, during this study session will help inform this work. A complete Draft Moraga Canyon Specific Plan, plus CEQA analysis, is expected to be completed and published in the next few months.

ATTACHMENTS

	Pages	
A	9-65	Draft Chapter 3, 4, 5, and 6 of the Moraga Canyon Specific Plan, dated September 20, 2024
B	*Online*	August 12, 2024 Staff Report on MCSP Chapter 7, Architectural Styles and attachments https://piedmont.hosted.civiclive.com/common/pages/GetFile.ashx?key=kH03AViD
C	66-68	Planning Commission Meeting Minutes for August 12, 2024 (excerpt)
D	69	Public comments received after the August 12, 2024 Planning Commission Study Session

Related Document

City of Piedmont 6th Cycle Housing Element, Adopted March 2023, Revised August 2023

August 12, 2024 Planning Commission Staff Report

03

DRAFT

DEVELOPMENT REGULATIONS

03 DEVELOPMENT REGULATIONS

3.1 PURPOSE

The primary purpose of this Chapter is to establish a comprehensive framework that governs the development within the Specific Plan area. This Chapter aims to provide clarity on the development regulations and other regulations necessary to ensure MCSP's compatibility with its surrounding environment.

3.2 RELATIONSHIP TO THE CITY'S RELEVANT POLICY DOCUMENTS

The MCSP serves as a planning tool to implement the intent of the Piedmont General Plan for the area covered by the Specific Plan. The MCSP will serve as the policy document that regulates all future development within the Specific Plan area. This section analyzes the relationship to the City's policy documents, including the Housing Element, Multifamily Objective Design Standards, Climate Action Plan, Piedmont Safer Streets, and Local Hazard Mitigation Plan.

3.2.1 HOUSING ELEMENT

The Housing Element, with the Land Use Element, sets a framework for the density, height limitation, parking requirements, and setbacks allowed in each zoning district throughout Piedmont. Under Program 1.F, Increase Allowances for Housing in Zone B, the City increased the allowed residential density to 60 dwelling units per acre. The City has set a target of producing a minimum of 132 units on properties in Zone B under Program 1.L.

- Program 1.L, Specific Plan sets forth a list of goals for all Specific Plans in including:
- Construct a minimum of 132 housing units on sites totaling approximately 3.5 acres, with a minimum of 60 units affordable to households earning 80% or less AMI and a minimum of 72 units market-rate including units above 80% AMI..
- Ensure new structures meet fire code for Wildland Urban Interface Areas to enhance safety.
- Replace and/or modernize Public Works facilities to maintain or increase service capacity and meet building/fire code requirements.
- Provide recreation facilities including but not limited to an under-14 soccer field, youth baseball/softball field, batting cages, artificial field turf, ball field seating, a skate spot, a picnic area, and parking for these facilities.
- Ensure provision of public utilities to new housing and City facilities aligns with safety standards and climate action goals.
- Improve pedestrian and vehicular circulation for safe movements, evacuation routes, and emergency response.
- Develop a comprehensive landscape plan prioritizing fire safety, preserving open space, scenic views, and native trees.

Under Program 1.L, an amendment to the City's General Plan was implemented for the preparation of a specific plan to accommodate the density and create development standards for the unique site conditions, which was updated on February 20, 2024.

03

3.2.2 MULTIFAMILY OBJECTIVE DESIGN STANDARDS

The City of Piedmont's Multifamily Objective Design Standards (MODS) streamline the review of multifamily and mixed-use housing. If a development application is consistent with the objective design standards and meets other eligibility criteria, the City may be required by State law and Piedmont Municipal Code (PMC) Section 17.67 to approve the development application without a public hearing or CEQA review.

Due to the unique site constraints, opportunities, landscape, and topography in Moraga Canyon, this Specific Plan includes ODS that are unique to the development within the MCSP area and takes precedence over those found within Section 2 of the Piedmont MODS document.

3.2.3 CLIMATE ACTION PLAN

The City of Piedmont's Climate Action Plan (CAP) includes policies, programs, and incentives to assist the City to reduce greenhouse gas emissions and adapt to climate change. The measures outlined in the CAP have been considered and incorporated into the design of the MCSP. Applicable climate provisions have been included in Chapter 5, Sustainability.

3.2.4 PIEDMONT SAFER STREETS

The goal of the Piedmont Safer Streets document is to make the City's streets safer for everyone and make walking and biking in Piedmont easier. This document highlights bicycle safety and traffic calming measures to be implemented throughout the City. Provisions within this document have been incorporated into the circulation design of the MCSP.

3.2.5 LOCAL HAZARD MITIGATION PLAN

The Local Hazard Mitigation Plan is a tool for the City to help reduce the impacts of natural hazards to the residents, community members, property, and critical infrastructure in the City. Wildfires, droughts, earthquakes, and floods are just a few of the hazards that might impact the Piedmont community. More detailed information on the MCSP area's existing conditions can be found in this report in Chapter 2, Vision and Urban Design Framework.

3.3 CITY OF PIEDMONT GENERAL PLAN

The City of Piedmont General Plan, adopted in 2009, recognizes that the City of Piedmont has been almost fully developed for more than 50 years and that the City continues to face opportunities and challenges associated with growth. The General Plan includes the City's policies on land use, transportation, housing, natural resources, sustainability, environmental hazards, public services, parks, community design, historic preservation and landscape design.

On February 20, 2024, the City's General Plan was amended to implement the programs identified in the 2023-2031 Housing Element. This amendment includes establishing the "Moraga Canyon Specific Plan" as the land use designation for the Specific Plan area (see Figure 3.1). The General Plan describes this land use as a plan for new housing and to maintain, replace, and improve existing City facilities, open space, and recreational amenities including Blair Park Open Space, Coaches Field, Kennelly Skate Park, and the City's Corporation Yard.

For a more detailed look into the General Plan and its consistency between the MCSP and the goals and policies of the City of Piedmont General Plan see Appendix X, General Plan Consistency Analysis.

3.4 PIEDMONT CITY CODE

The City of Piedmont City Code (PCC), *Chapter 17 Planning and Land Use* (Zoning Ordinance) was amended in February 2024 to implement programs from the 2023-2031 Housing Element. The Zoning Ordinance encompasses the standards, rules, procedures, special use regulations, development standards, and performance criteria to guide development projects throughout the City.

The City's current zoning designation for the Specific Plan area is "Zone B - Public Facilities." This zone allows for residential facilities along with other uses, such as municipal uses. Within the Specific Plan area, a development option for the municipal facilities (maintenance/corporation yard) is included, see Section 3.8 for more detail. (See Figure 3.3 and Figure 3.4). For additional information about the relationship between this Specific Plan and the PCC, refer to Chapter 6, Building Design.

03

3.5 EXISTING LAND USE MAP

The existing General Plan designation for the MCSP area is “Moraga Canyon Specific Plan,” as depicted in Figure 3.1, Existing Land Use Map. This designation allows for density up to 60 units per acre. The Specific Plan area will include new housing developments, Blair Park Open Space, Coaches Field, Kennelly Skate Park, and the City’s Corporation Yard.

The project boundaries are shared with the City of Oakland. The surrounding land uses within the City of Piedmont include “Single-Family Residential” to the south and east of the MCSP, and “Parks and Private Open Space” to the west and northeast of the MCSP. In the City of Oakland, there are two surrounding land use destinations: “Hillside Residential” just to the east of the MCSP and “Urban Park and Open Space” to the north of the MCSP.

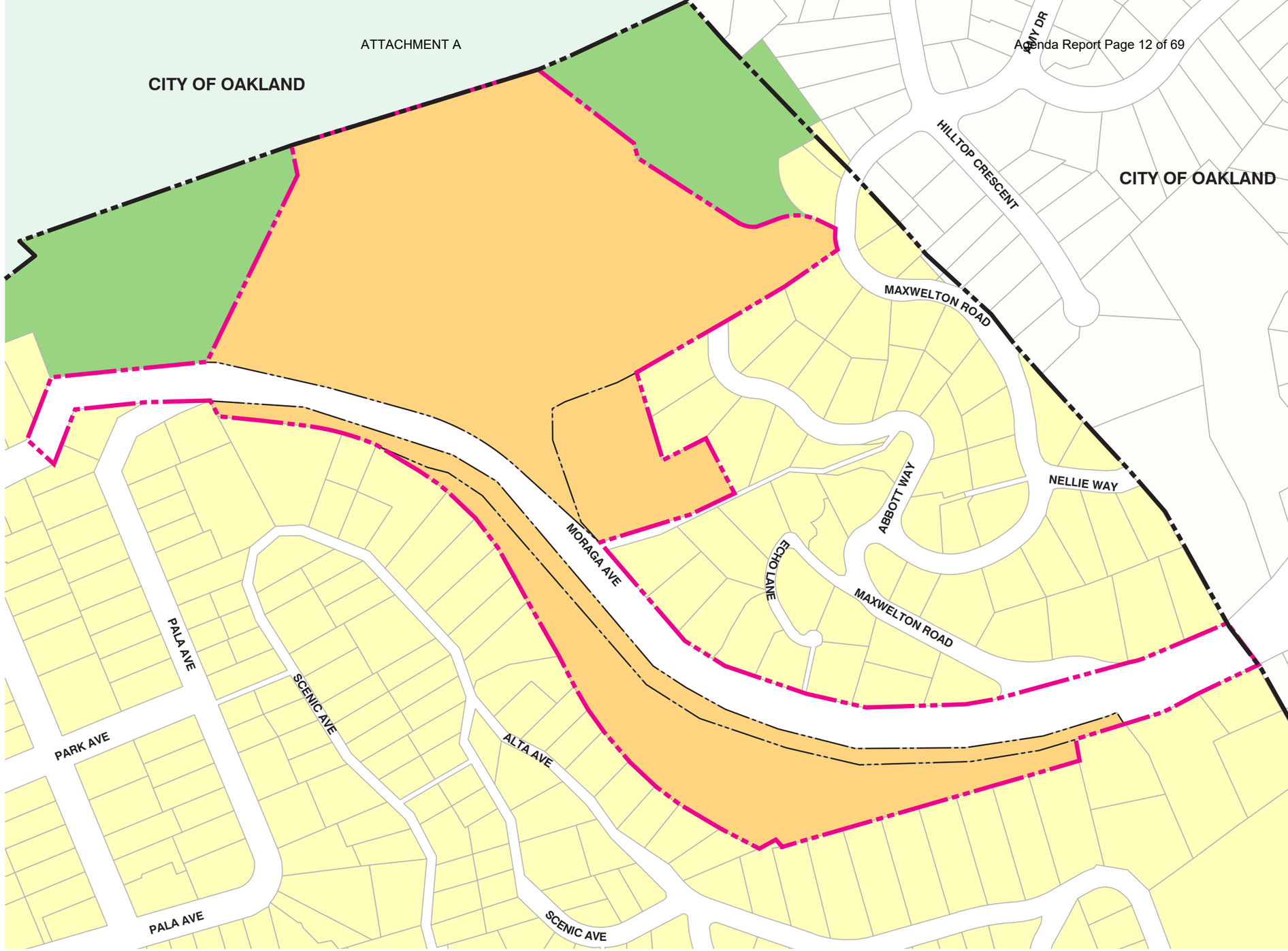


FIGURE 3.1: EXISTING LAND USE MAP

03

3.6 EXISTING ZONING MAP

The existing zoning designation for the MCSP project area consists of "Zone B - Public Facilities." On March 5, 2024, the City Council conducted a second reading for an amendment to the PCC, updating the Code to allow for multifamily residential uses amongst other changes. The "Zone B - Public Facilities" designation allows for the following uses and as depicted on Figure 3.2 Existing Zoning Map:

- Single-family residential
- Accessory dwelling units
- Building occupied by a public agency or other nonprofit entity
- Public schools
- Parks and open space
- Cemetery
- Public utility
- Emergency shelters
- Manufactured and mobile homes
- Low barrier navigation centers
- Residential care facilities or group homes
- Multifamily development, including senior housing and disabled housing
- Small family day care home
- Employee housing (6 or fewer persons)
- Accessory structures and accessory uses affiliated with the primary structure on the same lot

Within the City of Piedmont, the surrounding uses include "Zone A - Single-Family Residential" to the south and east of the MCSP, "Zone B - Public Facilities" to the west and northeast of the MCSP, and "Zone C - Multifamily Residential" just south of the MCSP. In the City of Oakland, the surrounding zoning destinations are the "Hillside Residential" just to the east of the MCSP and the "Detached Unit Residential" to the north of the MCSP.

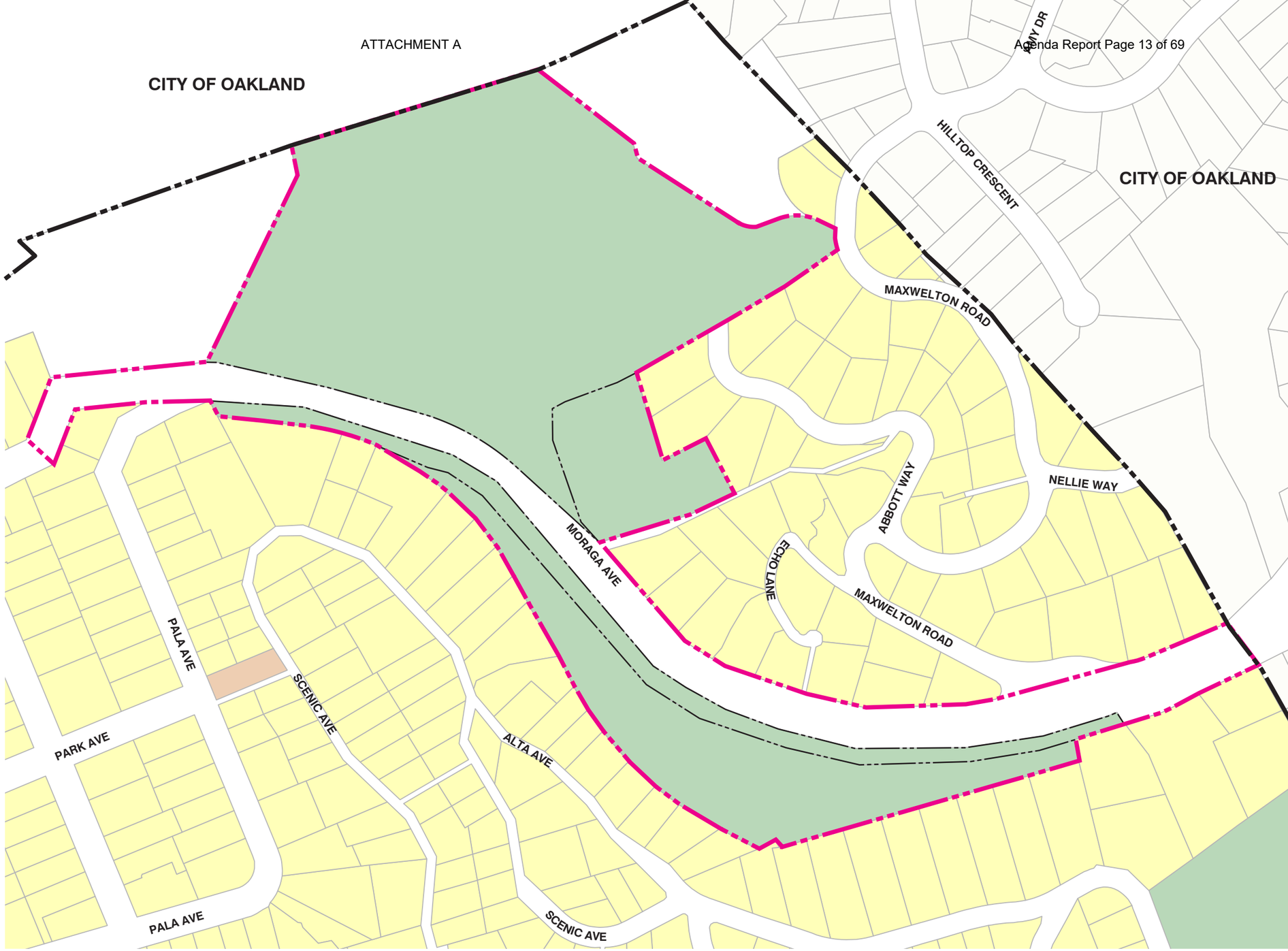


FIGURE 3.2: EXISTING ZONING MAP

03

3.7 SURROUNDING LAND USES

The Moraga Canyon Specific Plan is generally located along Moraga Avenue, utilizing the space of Blair Park Open Space and Coaches Field. The Specific Plan area is surrounded by open space and residential uses, and described below:

- Coaches Field, Blair Park Open Space, and Kennelly Skatepark are all within the borders of the Specific Plan.
- Mountain View Cemetery, located in both the City of Oakland and Piedmont, is located to the north/ northwest.
- Single-Family residential uses border the south and eastern part of the Specific Plan area. Single-family homes, zoned as "Hillside Residential," are also the adjacent use in the City of Oakland.

Figure 3.3, Surrounding Uses, illustrates adjacent development to the site.

FIGURE 3.3: SURROUNDING USES MAP

03

3.8 HYDROLOGY

Piedmont is situated on a long west-facing ridge below the main ridge line of the Berkeley-Oakland Hills. Elevation ranges from 40 feet above mean sea level at Wildwood Avenue and Grand Avenue to 704 feet at the northernmost point of the corporation yard. Most of Piedmont consists of gentle slopes between zero and 20 percent, requiring a small to moderate amount of grading to support construction. The City's vacant and undeveloped land is steeper, with slopes exceeding 50 percent in some cases.

As depicted on Figure 3.4, Hydrology Map, the MCSP area is surrounded by extreme slopes from all directions. Overall, the area with the least topography is Coaches Field, the corporation yard, and Blair Park Open Space. Due to this extreme topography, drainage on site flows directly onto Moraga Avenue, and drains towards the west along Moraga Avenue. This could potentially cause dangerous road conditions along Moraga Avenue during days of rain, and potentially lead to localized flooding.

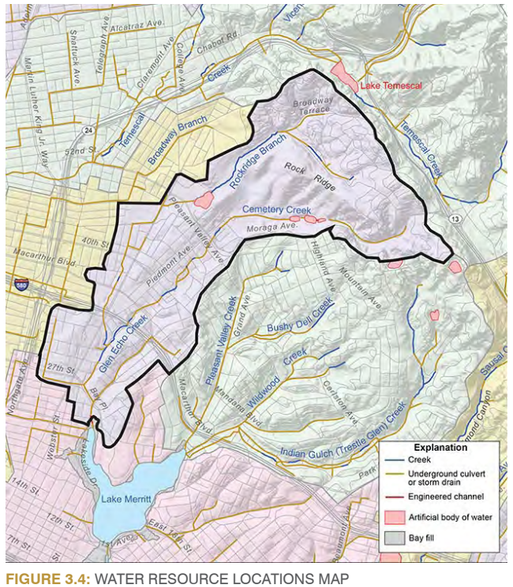


FIGURE 3.4: WATER RESOURCE LOCATIONS MAP

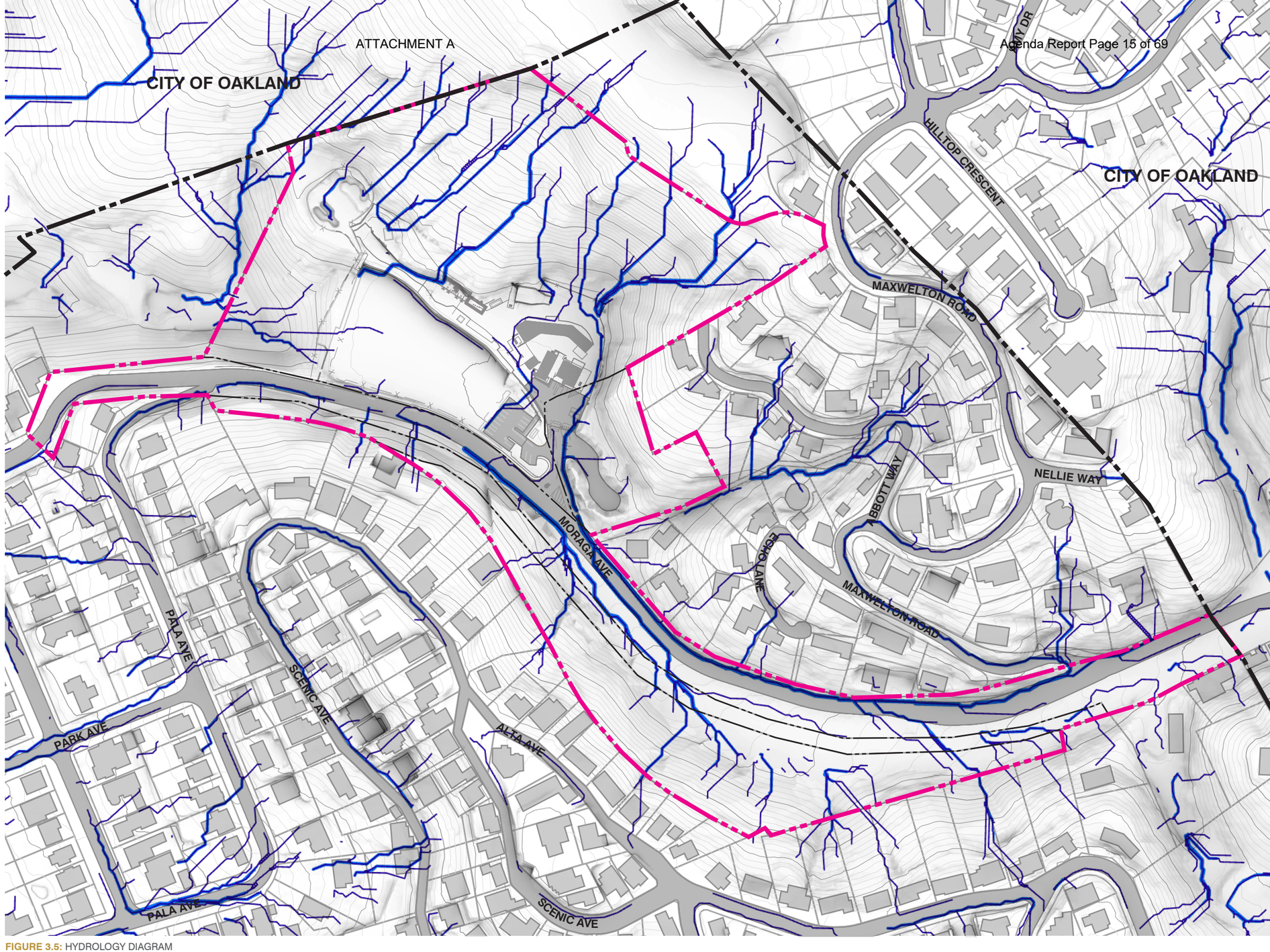


FIGURE 3.5: HYDROLOGY DIAGRAM

N

0 50 100 200 400

MCSP PROJECT AREA
BUILDING FOOTPRINTS
5' CONTOURS
CITY OF PIEDMONT

PARCEL BOUNDARIES
DRAINAGE FLOWS
CITY OF PIEDMONT

03

3.9 TREE COVERAGE

Given the natural state of a majority of the MCSP site, tree coverage is abundant with approximately half the site being shaded by tree canopy, as depicted on Figure 3.6, Tree Canopy Coverage. The majority of the tree species on site is oak and eucalyptus with additional plantings of pine and other deciduous trees along Moraga Avenue. The north facing slope on the south side of Moraga Avenue is densely covered with oak trees while the flat areas of the Blair Park Open Space are more sparse with oak and pine randomly distributed within a field of low growing grasses and barren ground where visitors often walk their pets. Several large coniferous trees mark the entrance of the corporation yard at Red Rock Road providing year round shade to that space. Additional intentional landscape planting occurs within the Public Works yard in addition to a screening wall of redwood trees located above the retaining wall that act as a buffer between the sports field and the corporation yard. Oak and eucalyptus cover a majority of the south and west facing slopes north of Moraga Avenue above the corporation yard and help to stabilize steep slopes. One (1) specific California Laurel tree located in the Blair Park Open Space has been identified by the City of Piedmont as a “Heritage Tree” (#19) for it’s age, natural beauty, and size. Measures shall be taken to protect and preserve it should development occur in the same general vicinity. Mitigation and relocation could occur should development force the removal of Heritage Tree #19. Goal 14: Urban Forest in the Natural Resources and Sustainability Element of the Piedmont General Plan aims to preserve the urban forest while encouraging the development of housing.

FIGURE 3.6: HERITAGE TREE #19 IMAGE

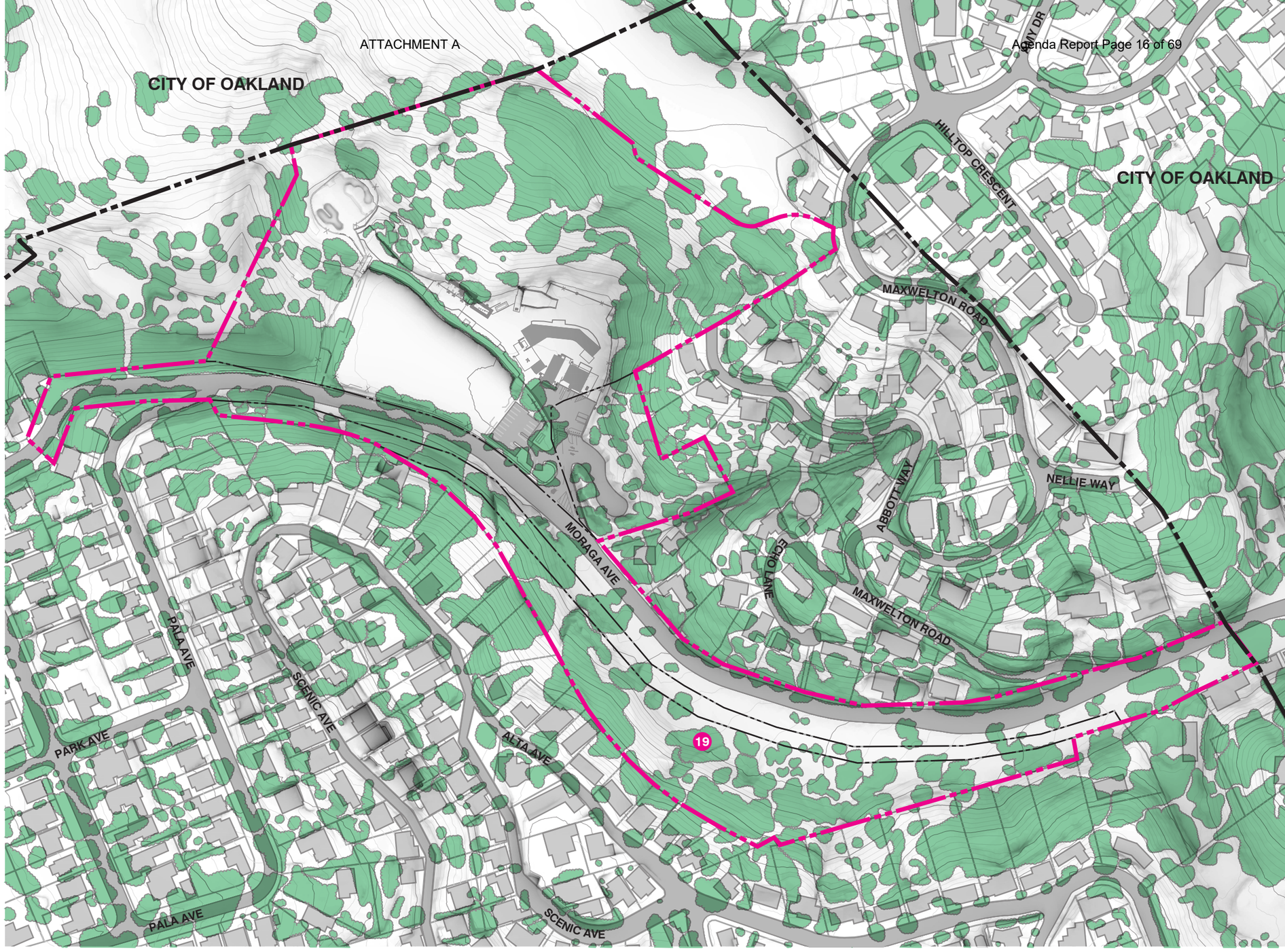


FIGURE 3.7: TREE CANOPY COVERAGE DIAGRAM

03

3.10 SOIL CONDITIONS

Through research of the U.S. Department of Agriculture's Web Soil Survey it was determined that the MCSP Area consists of 3 major soil types - Maymen Loam, Maymen-Los Gatos Complex, and Xerorthents-Millsholm Complex soils are depicted on Figure 3.7, Soil Conditions Map.

The **Maymen** series consists of shallow, somewhat excessively drained soils that are most commonly found in steep topographical regions, where slopes range from 5 to 100 percent. The mean annual precipitation is about 42 inches, and the mean annual soil temperature is 47 to 59 degrees. The soil between a depth of 6 inches and the paralithic contact is dry in all parts from mid May or June through September or early October and is moist in all parts from November through May. This soil type is also somewhat excessively drained, with high runoff and moderate to moderately rapid permeability.

The **Los Gatos** soil series have brown, light clay loam, and granular compositions. The soil between depths of about 5 and 12 inches usually is dry from sometime in May until sometime in October. It usually is moist the rest of the year. The mean annual soil temperature is 54 to 58 degrees and the soil temperature is very briefly, if ever, below 47 degrees. This soil type is usually well-drained, with rapid to very rapid runoff and moderate permeability.

The **Xerorthents** series are also found on slopes of 30 to 50 percent. The mean annual precipitation is about 25 to 27 inches and the mean annual soil temperature is about 57 to 59 degrees. This soil type is somewhat excessively drained, with very low runoff.

The **Millsholm** series consists of shallow, well drained soils that formed in material weathered from sandstone, mudstone and shale. They are also found on hills and mountains with slopes of 5 to 75 percent. The mean annual precipitation is about 25 inches and the mean annual soil temperature is about 59 to 64 degrees. The soils are moist between depths of 4 and 12 inches in some or all parts between November and May. The soil is dry the rest of the year. This soil type is usually well-drained, with low to very high runoff and moderate permeability.

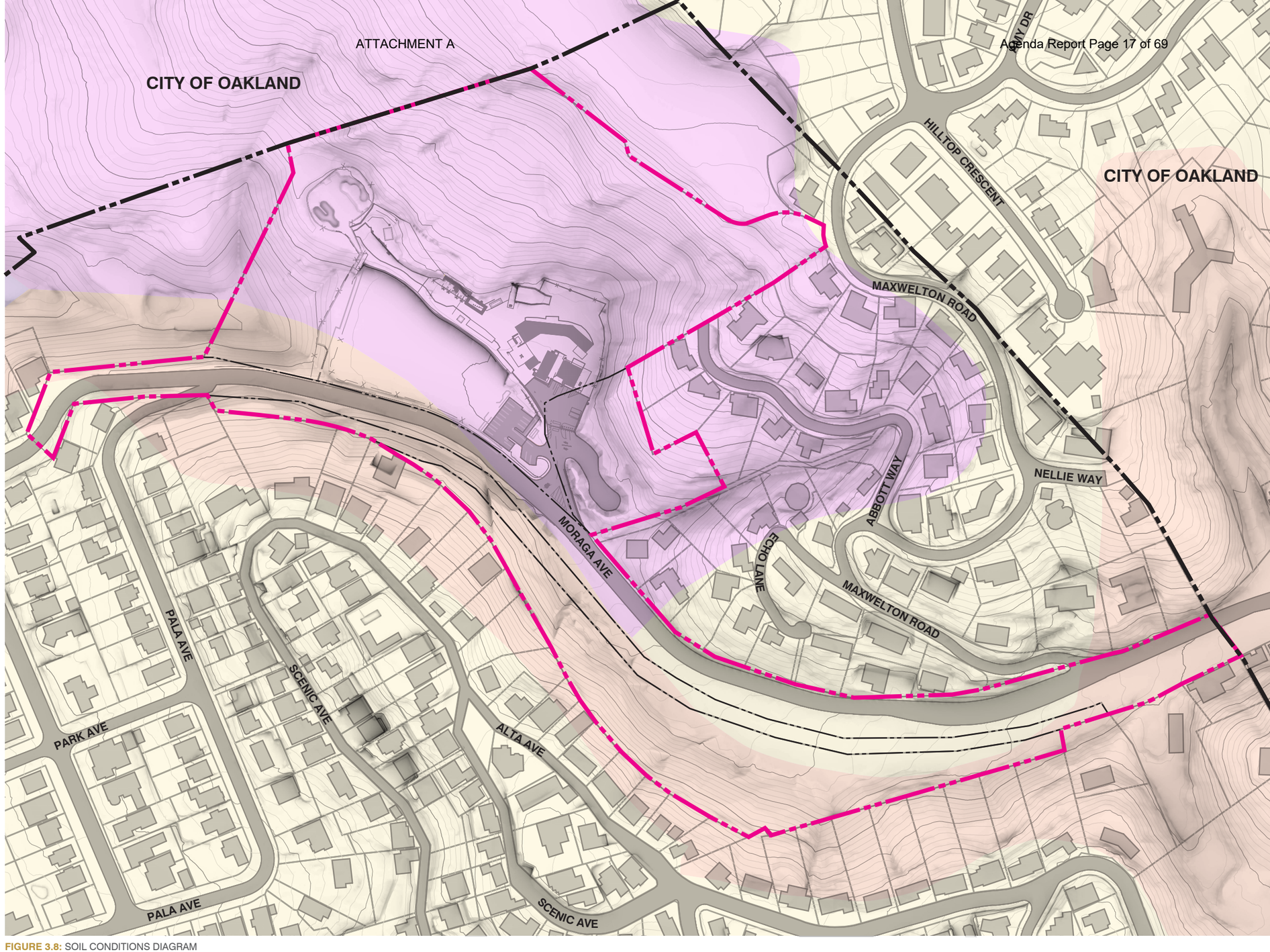


FIGURE 3.8: SOIL CONDITIONS DIAGRAM

03

3.11 DEVELOPMENT AREA PLAN

The following designations allow for residential development to occur in the Specific Plan area while maintaining land areas specifically designated for recreation and civic uses. The MCSP area is divided by Moraga Avenue, separating the Specific Plan area into a northern and southern section, as seen in Figure 3.9, development Area Plan. The Specific Plan has four (4) development area designations in addition to the Moraga Avenue right-of-way: Single-Family Residential, Multifamily Residential, Parks and Private Open Space, and Municipal (Corporation Yard Development Option) (see below and Table 3.1 for more details).

SINGLE-FAMILY RESIDENTIAL

The purpose of the Single-Family Residential development area is to create up to two (2) lots adjacent to the existing single-family residential uses in the northern portion of the Specific Plan area. Residential units developed here will blend appropriately into the natural hillside character of Moraga Canyon and be accessed and serviced by existing roads and infrastructure.

MULTIFAMILY RESIDENTIAL

The Multifamily Residential development area will be in one (1) of two (2) locations of the Specific Plan area, but must exist entirely on one (1) side of Moraga Avenue (north or south of Moraga Avenue). The Multifamily Residential development is anticipated to provide up to 197 market rate and affordable units. There shall be a minimum of 60 affordable units provided within the Specific Plan area. These units shall be affordable to Lower Income earners (80 percent of the Area Median Income or lower), including households with extremely low incomes, and are envisioned as a separate building from the market rate residential units with an integrated design.

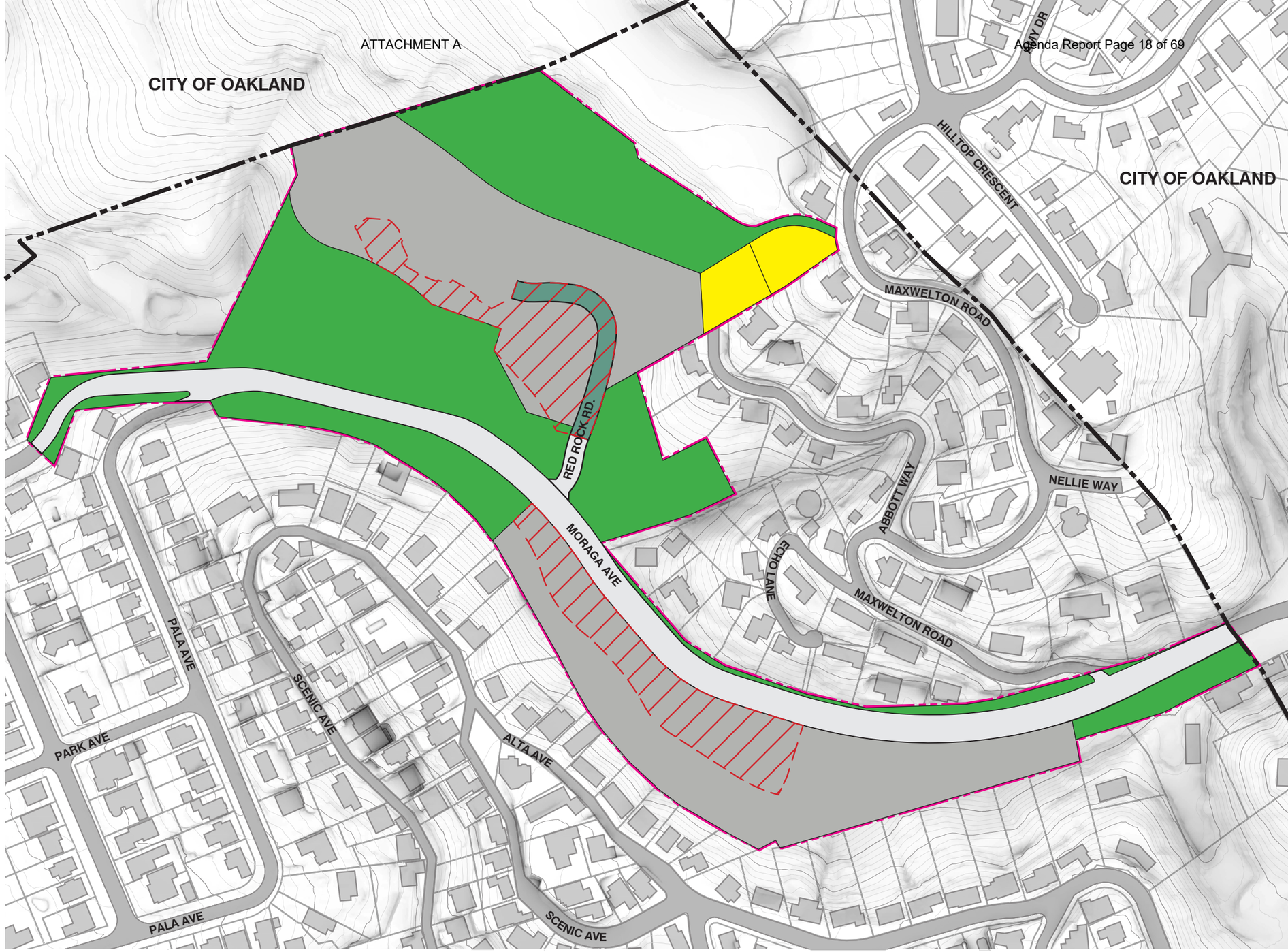


FIGURE 3.9: DEVELOPMENT AREA PLAN

03

PARKS AND PRIVATE OPEN SPACE

The purpose of the Parks and Private Open Space designation is to accommodate modernized recreation facilities including an under-Youth 14 soccer field integrated with a baseball field, spectator seating, batting cages, practice area, a restroom, and improved parking in addition to preserved sloped open space unsuitable for development. Additional open spaces such as a dog park or playground may be designated in areas where residential development does not occur.

MUNICIPAL (CORPORATION YARD DEVELOPMENT OPTION)

The purpose of the Municipal development area is to designate an appropriately sized area to accommodate the City's corporation yard. Should residential development occur south of Moraga Avenue, the existing corporation yard is to remain in its current location. If residential development should occur north of Moraga Avenue, the corporation yard is to be moved south of Moraga Avenue to the Blair Park Open Space where a new facility will be constructed.

FIGURE 3.10: EXISTING COACHES FIELD IMAGERY

FIGURE 3.11: EXISTING CORPORATION YARD BUILDINGS IMAGERY

DEVELOPMENT AREA SUMMARY

LAND USE	NET ACRES	ANTICIPATED DWELLING UNITS (DU)
MCSP North of Moraga Avenue		
Single-Family Residential		
Maxwelton Road	0.31	1
Abbott Way	0.32	1
Multifamily Residential	4.73	197
Parks and Private Open Space	7.63	-
MCSP South of Moraga Avenue		
Multifamily Residential	4.73	197
Parks and Private Open Space	1.57	-
Right-of-Way		
Moraga Avenue	3.04	-
Red Rock Road	0.45	-
TOTAL	**22.78**	**199**
MCSP Public Works Development Option Area-North*	1.51	-
MCSP Public Works Development Option Area-South*	1.51	-

*Public Works Development Options are not included in total acreage.

TABLE 3.1 LAND USE SUMMARY TABLE

03

3.12 PROPOSED DEVELOPMENT AREAS

The development uses described in Section 3.11 are permitted within the Specific Plan area. These uses are pursuant to the permitted uses in "Zone B - Public Facilities" under Section 17.22.020 of the PCC.

3.12.1 SINGLE-FAMILY RESIDENTIAL

Uses within the Single-Family Residential Specific Plan Designation shall comply with the following:

a. Up to two single-family dwellings, not to exceed 60 DU/AC in the defined land use area.

b. All design requirements shall adhere to the regulations outlined in Section 5.3, Single-Family Design Requirements.

3.12.2 MULTIFAMILY RESIDENTIAL

Uses within the Multifamily Residential Specific Plan Designation shall comply with the following:

a. An anticipated 197 total dwelling units, not to exceed 60 DU/AC in the defined land use area, with a minimum of 60 units identified as affordable units.

b. The entirety of the multifamily development shall occur either in the defined land use area north of Moraga Avenue or in the defined land use area south of Moraga Avenue.

3.12.3 RECREATION USES

The following recreational uses are proposed within the Parks and Private Open Space Specific Plan Designation:

a. Under Youth 14 Soccer Field

b. Small-format softball field overlay atop soccer field

c. Restroom facilities

d. Batting cages

e. Dog park

f. Passive open space landscape areas

g. Hillside circulatory trail(s)

h. Other uses determined to be compatible by the Piedmont City Council

3.12.4 MUNICIPAL USES

The following municipal uses are proposed within the Municipal Specific Plan Designation:

a. City of Piedmont Corporation Yard and related administrative, parking, washing, storage, and maintenance facilities.

b. Other uses determined to be compatible by the Piedmont City Council.

3.13 ADDITIONAL LAND USE REGULATIONS

This section describes the treatment of permitted, restricted, and nonconforming uses within the Specific Plan area.

3.13.1 LIMITATIONS ON USE

The following uses and activities shall be prohibited:

a. In any residential unit, storage of flammable liquids or hazardous materials beyond that normally associated with a residential use.

3.13.2 NONCONFORMING USES

Alterations or expansions to nonconforming uses will comply with City Code regulations. Refer to City code division 17.50.

04

CIRCULATION AND MULTI-MODAL/ COMPLETE STREETS IMPROVEMENTS

04 CIRCULATION AND MULTI-MODAL/ COMPLETE STREETS IMPROVEMENTS

4.1 PURPOSE

This chapter presents the strategy to improve the multi-modal transportation network in the MCSP area and vicinity. The chapter describes the existing infrastructure serving each travel mode and proposes a set of comprehensive strategies to improve the multi-modal transportation network that serve the MCSP area residents and visitors, as well as, the residents and visitors of the surrounding areas and other travelers through the Moraga Avenue corridor.

Consistent with the City's General Plan goal to provide a balanced transportation system that maximizes mobility and choice for all Piedmont residents, the Specific Plan relies on a "complete streets" approach to:

- Enhance the pedestrian and bicycle network within the MCSP area;
- Enhance connections to adjacent areas;
- Accommodate potential bus service in the future; and
- Maintain private automobile access and circulation.

While the bicycle and pedestrian infrastructure improvements along Moraga Avenue would serve the development envisioned in this specific plan, they can be implemented regardless of the development program to enhance mobility and transportation choice for all users of the Moraga Avenue corridor.

4.2 OBJECTIVES

The Specific Plan objectives related to mobility and circulation include:

- Provide multi-modal access for the development envisioned by the Specific Plan.
- Enhance the multi-modal connections within the MCSP, to the surrounding areas, and the larger community and region.
- Improve pedestrian access across Moraga Avenue.
- Enhance the safety and comfort of the pedestrian and bicycle facilities along Moraga Avenue.
- Provide adequate parking supply that meets the expected parking demand but does not encourage excessive reliability on motor vehicles and driving.
- Accommodate future bus transit service along Moraga Avenue.

04

4.3 EXISTING VEHICULAR CIRCULATION & ACCESS

The City's General Plan classifies roads as arterial, major or minor collector, or local streets, each with different physical characteristics and function. The General Plan designates most of the roads in and around the MCSP area as local streets. Moraga Avenue is designated as an arterial. It is a two-lane, two-way east-west arterial that extends between Pleasant Valley Avenue in the west and State Route 13 and the Montclair District of Oakland in the east.

Based on September 2023 traffic data, Moraga Avenue, just east of Red Rock Road, has an average traffic volume of about 11,000 vehicles per day, and an 85th percentile speed of about 38-39 mph, which is above the posted speed limit of 25 mph. A speed feedback sign on westbound (downhill) Moraga Avenue just east of Red Rock Road informs motorists of their speed.

Red Rock Road is a short north-south street (about 120 feet long) that connects on the north side of Moraga Avenue and provides access to the Corporation Yard, Coaches Field, and their parking. Red Rock Road at the intersection with Moraga Avenue is controlled by a stop sign. Moraga Avenue provides a left-turn lane on the eastbound approach and a slip right-turn lane on the westbound approach to Red Rock Road.

Other local streets intersecting Moraga Avenue include:

- Maxwelton Road provides access to the residential areas on the north side of Moraga Avenue. All movements between Moraga Avenue and Maxwelton Road are allowed.
- Pala Avenue on the west side of the MCSP area provides access to the residential areas just to the south. Signage prohibits left-turns from westbound Moraga Avenue onto southbound Pala Avenue.

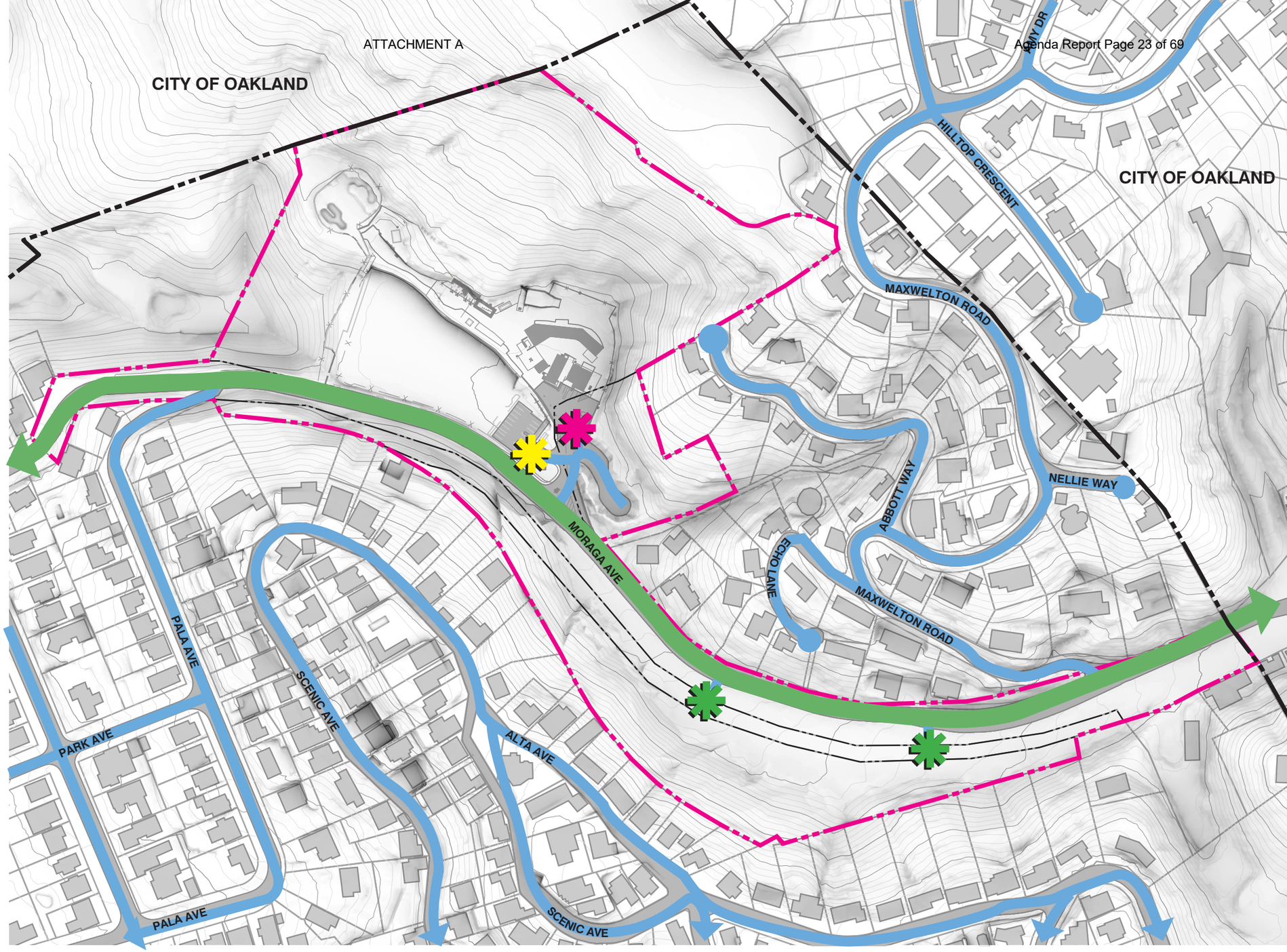


FIGURE 4.1: EXISTING VEHICULAR CIRCULATION & ACCESS DIAGRAM

04

4.4 VEHICULAR CIRCULATION & ACCESS

Figure 4.2 shows the vehicular circulation network in the MCSP area. Moraga Avenue would be maintained as an arterial with one travel lane in each direction. Currently, the vehicle lane widths along Moraga Avenue through MCSP range between 10 and 18 feet. A more uniform lane width of 11 to 12 feet will be required in both directions of Moraga Avenue. Under the Specific Plan, the Moraga Avenue/Red Rock Road intersection will be signalized to better accommodate turns into and out of Red Rock Road, as well as improve pedestrian connectivity across Moraga Avenue. Infrastructure improvements such as relocation or undergrounding of utilities lines may be made along Moraga Avenue to encourage roadway improvements, see Chapter 9, Public Services and Utilities for further discussion.

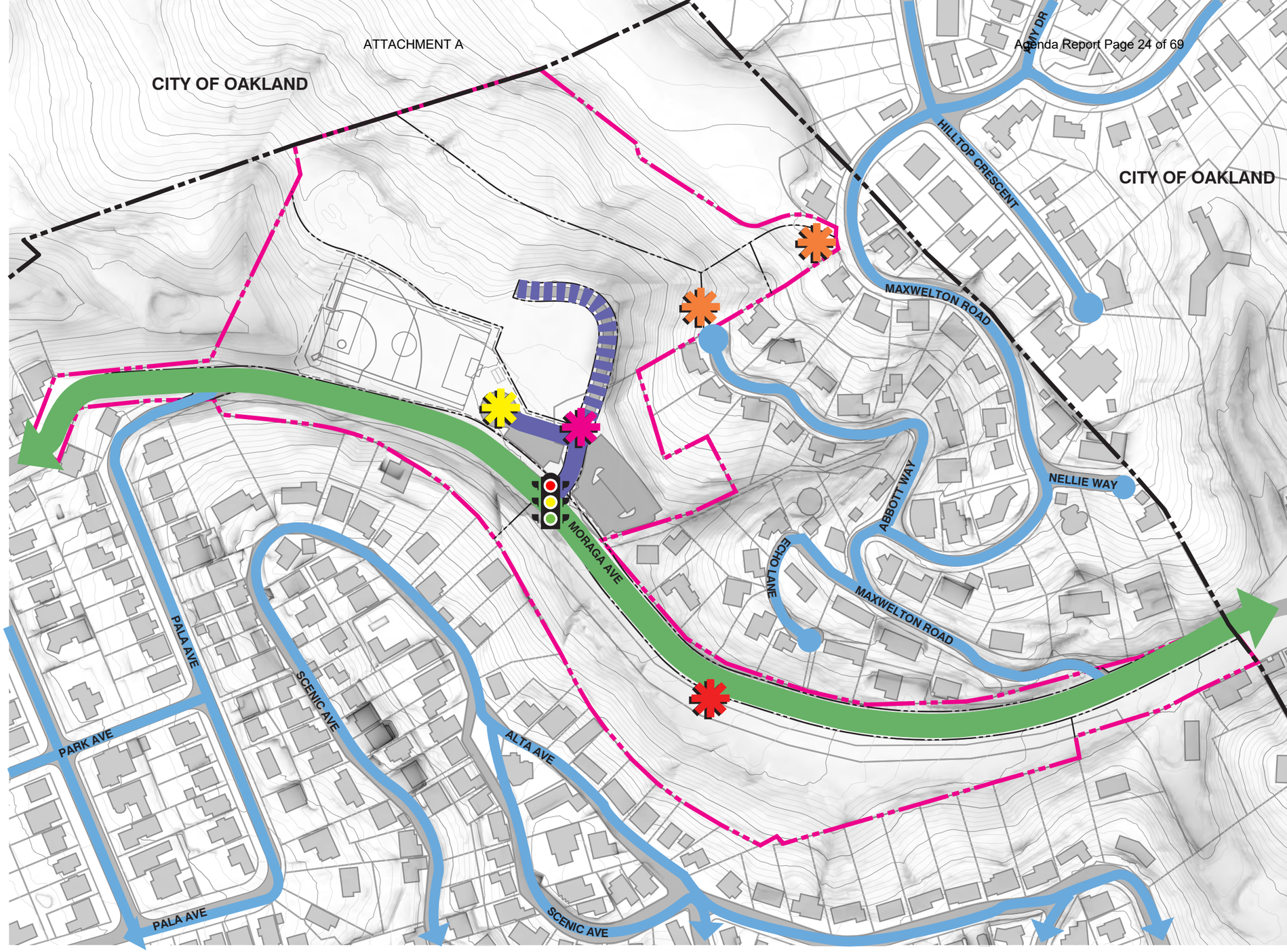


FIGURE 4.2: VEHICULAR CIRCULATION & ACCESS DIAGRAM

04

4.5 EXISTING PARKING CONDITIONS

As shown in Figure 4.3, the following off-street parking facilities are provided in the MCSP area:

- The Ciy's Corporation Yard parking lot accommodates 12 parking spaces for passenger vehicles in front of the main building. This parking lot is at the end of Red Rock Road, is controlled by a gate, and is limited to City staff only.
- Coaches Field Parking Lot provides 14 spaces and is located on the west side of Red Rock Road.
- A small parking lot provides 3 parking spaces just east of the Coaches Field Parking Lot and is located on the west side of Red Rock Road.
- An overflow parking lot provides about 10 parking spaces (4 marked spaces and 6 unmarked) on the east side of Red Rock Road.
- Two small parking lots, each accommodating 2 perpendicular parking spaces, on the south side of Moraga Avenue provide parking for Blair Park Open Space.

Moraga Avenue and Red Rock Road do not provide formal on-street parking. However, the shoulder on the south side of Moraga Avenue east of the off-street paved parking area and the shoulder on the east side of Red Rock Road are used by attendees at events at Coaches Field. Other nearby local streets also accommodate intermittent on-street parking on either one or both sides of the streets. These parking areas are also used by attendees at events at the Coaches Field when other parking is occupied.

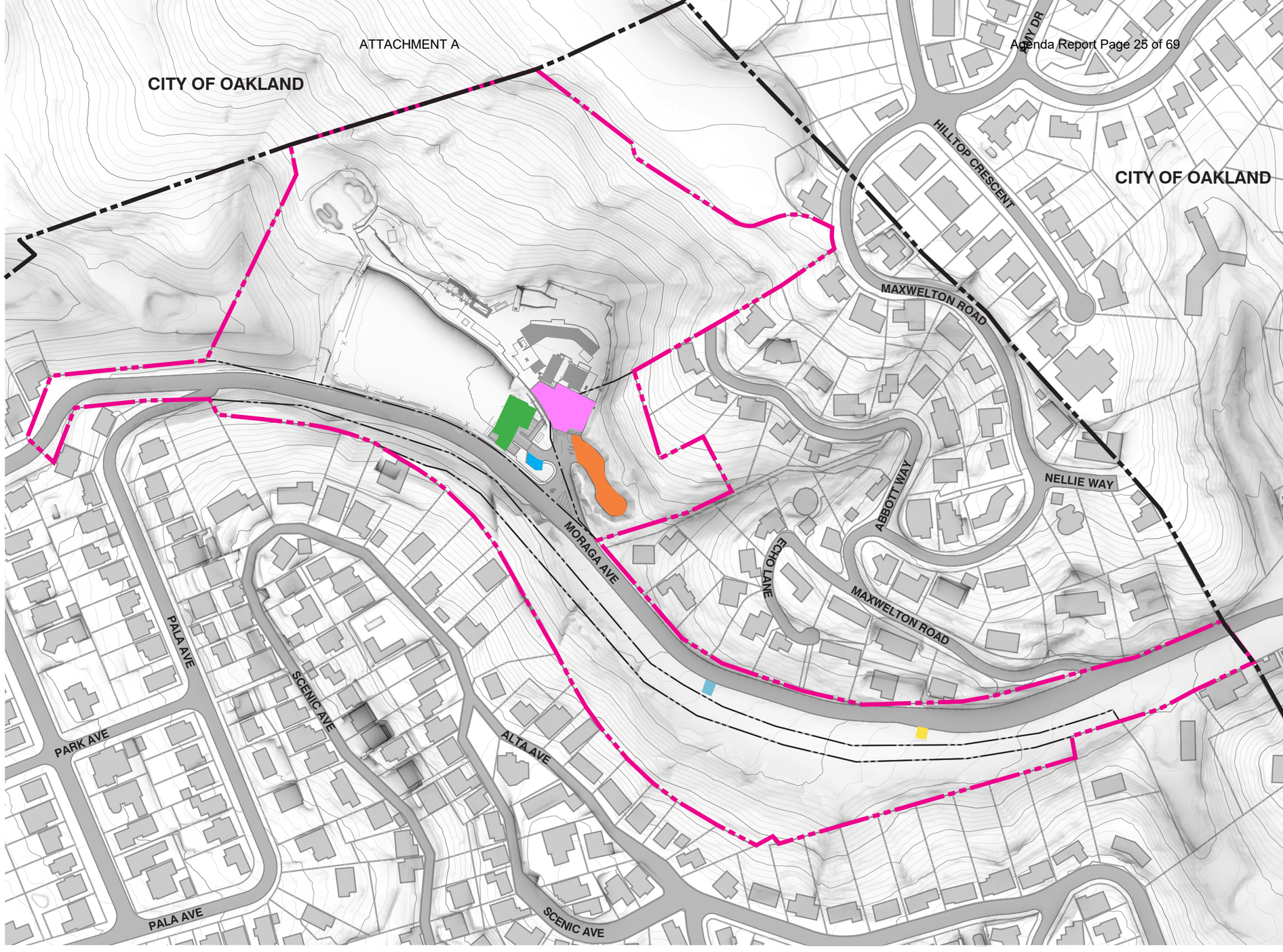


FIGURE 4.3: EXISTING PARKING CONDITIONS DIAGRAM

4.6 PARKING CONDITIONS

Not providing sufficient parking can be a deterrent to attracting new residents and visitors and can cause frustration to existing residents and visitors who cannot find available and convenient parking. However, too much parking close to every destination serves to reduce the level of active transportation and transit use, and can substantially increase the cost of development. Providing the right amount of parking requires flexible parking standards and parking management strategies, such as shared parking where a parking space is not assigned to a specific tenant or use and can be shared by various users during different times of the day.

The following parking conditions will be required:

- Eliminate the existing informal on-street parking along eastbound Moraga Avenue near the east end of Blair Park Open Space.
- Eliminate the two small parking lots in Blair Park Open Space.
- Enhance the parking in the Overflow Lot and integrate with the other public parking facilities accessed on Red Rock Road to provide parking for area visitors including the recreational activities at Coaches Fields.
- Allow shared parking where visitors to the new residential developments and the existing residences along Moraga Avenue can park in the parking areas accessed on Red Rock Road.
- If Development Option 1 is implemented, provide parking pullouts or curb cuts for commercial/ passenger loading for the new developments along the south side of Moraga Avenue.
- See Chapter 5, Site Design, for the off-street parking requirements for new developments.

FIGURE 4.5: PARKING PULL-OUT NEXT TO A BUFFERED BIKE LANE IMAGERY

FIGURE 4.4: PARKING CONDITIONS DIAGRAM

04

4.7 EXISTING PEDESTRIAN ACCESS

As shown in Figure 4.6, the following off-street pedestrian facilities are currently provided in the MCSP area:

- A separated sidewalk on the north side of Moraga Avenue extends along Coaches Field from Red Rock Road in the east and connects to a sidewalk just west of the MCSP area. Along Coaches Field, a fence separates the sidewalk from the roadway. East of Red Rock Road, Moraga Avenue provides no sidewalks on the north side of the roadway.
- Blair Park Open Space provides a dirt path which extends from just east of Red Rock Road in the west to the east end of Blair Park Open Space. West of Red Rock Road, Moraga Avenue provides no sidewalks on the south side of the roadway. East of Blair Park Open Space, Moraga Avenue provides intermittent sidewalks on the south side of the roadway only.
- An approximately 600-foot footpath, including multiple stairs, provides pedestrian connection between Moraga Avenue just east of Red Rock Road and Abbot Way.
- A trail along the north side of the Coaches Field connects the Coaches Field Parking Lot in the east to the Kennelly State Park in the west.

Pedestrians traveling along Moraga Avenue can use the separated sidewalk on the north side of Moraga Avenue west of Red Rock Road and the Blair Park Open Space dirt path east of Red Rock Road. This requires crossing Moraga Avenue at Red Rock Road. This crossing is not marked or controlled. Based on data collected in September 2023, up to 3 pedestrians per hour were observed crossing Moraga Avenue at Red Rock Road. The City of Piedmont's 2021 *Safer Streets Plan* recommends providing a raised island on the northeast corner of the Moraga Avenue/Red Rock Road intersection, providing marked crosswalks across the east Moraga Avenue and the north Red Rock Road approaches, and installing rectangular rapid flashing beacons to facilitate the pedestrian crossing across Moraga Avenue.

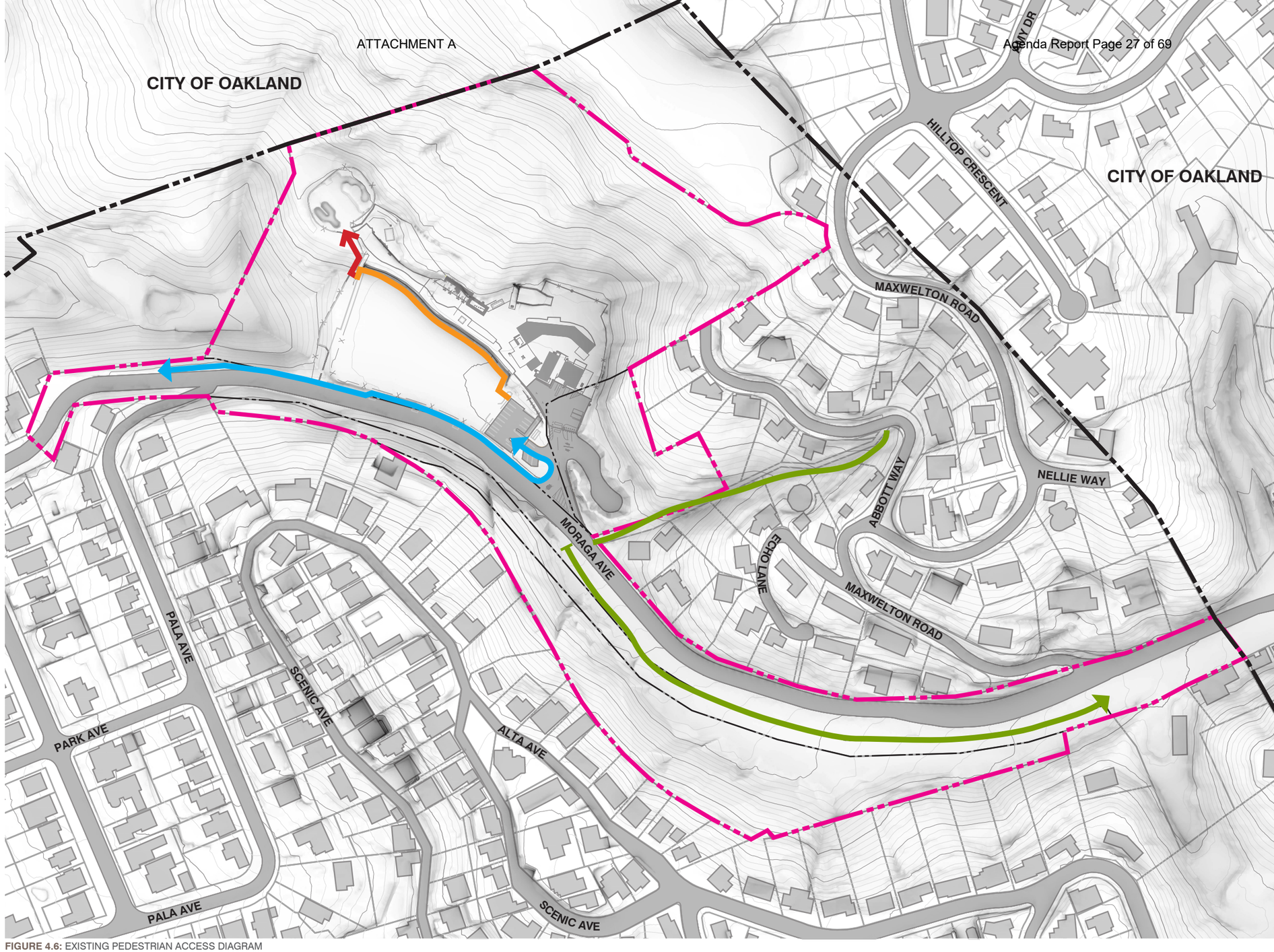


FIGURE 4.6: EXISTING PEDESTRIAN ACCESS DIAGRAM

04

4.8 PEDESTRIAN ACCESS

The following pedestrian access and circulation standards will be implemented under the MCSP, as shown in Figure 4.7:

- East of Red Rock Road, a minimum 6-foot wide sidewalk with 5-foot wide landscaping on both sides of Moraga Avenue.
- West of Red Rock Road, a minimum 6-foot wide sidewalk on the north side of Moraga Avenue separated with a 5-foot wide landscaping including low-fence/guardrail. This sidewalk would connect to an existing sidewalk that connects to the sidewalk network in Piedmont.
- A signal on Moraga Avenue at Red Rock Road, described on the next page.
- A new trail in the northwest part of the MCSP area that would extend from Kennelly Skatepark uphill to a vista point with an optional extension to Maxwelton Road. See Section 4.15 for more detail on the future trail.
- Potential relocation or undergrounding of utility poles, see Chapter 8, Public Services and Utilities.

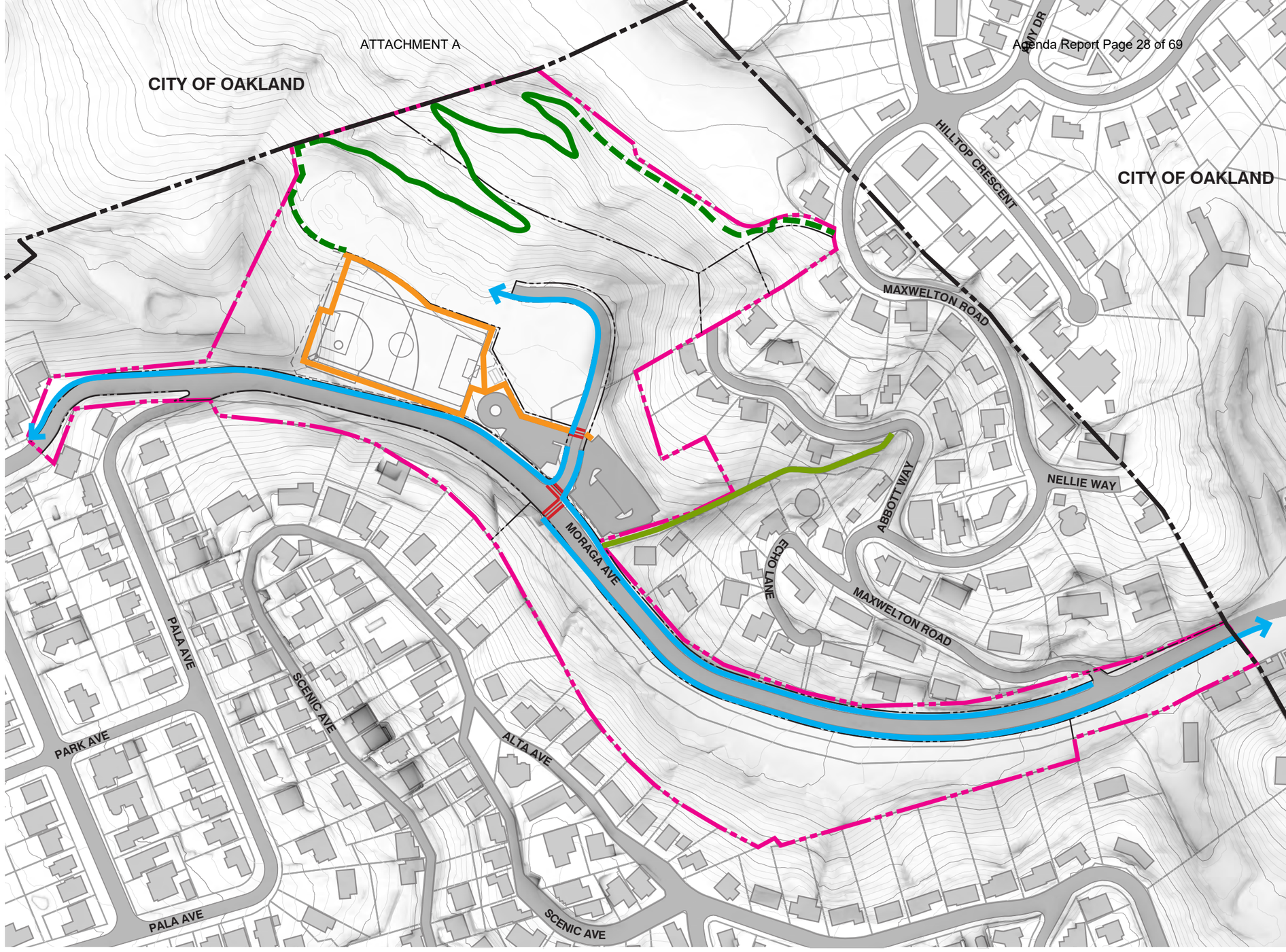


FIGURE 4.7: PEDESTRIAN ACCESS DIAGRAM

04

4.9 MORAGA AVENUE/ RED ROCK ROAD INTERSECTION

A new lighted traffic signal on Moraga Avenue at Red Rock Road will be integrated. The new intersection will provide marked crosswalks integrated with roadway improvements across the north (Red Rock Road) and east (Moraga Avenue) approaches of the intersection. The intersection would provide a pedestrian refuge island, or median to help protect pedestrians crossing a multi-lane intersection, on the east approach of the intersection. This improvement, as shown in Figure 4.7, would facilitate pedestrian crossing of Moraga Avenue and improve the pedestrian connectivity in the area. Figure 4.8 is an example of the flashing beacons placed prior to the intersection to warn motorists of upcoming pedestrian crossings. Both Figures 4.9 and 4.10 are examples of the crosswalk improvements for the MCSP.

FIGURE 4.8: FLASHING BEACON EXAMPLE IMAGERY

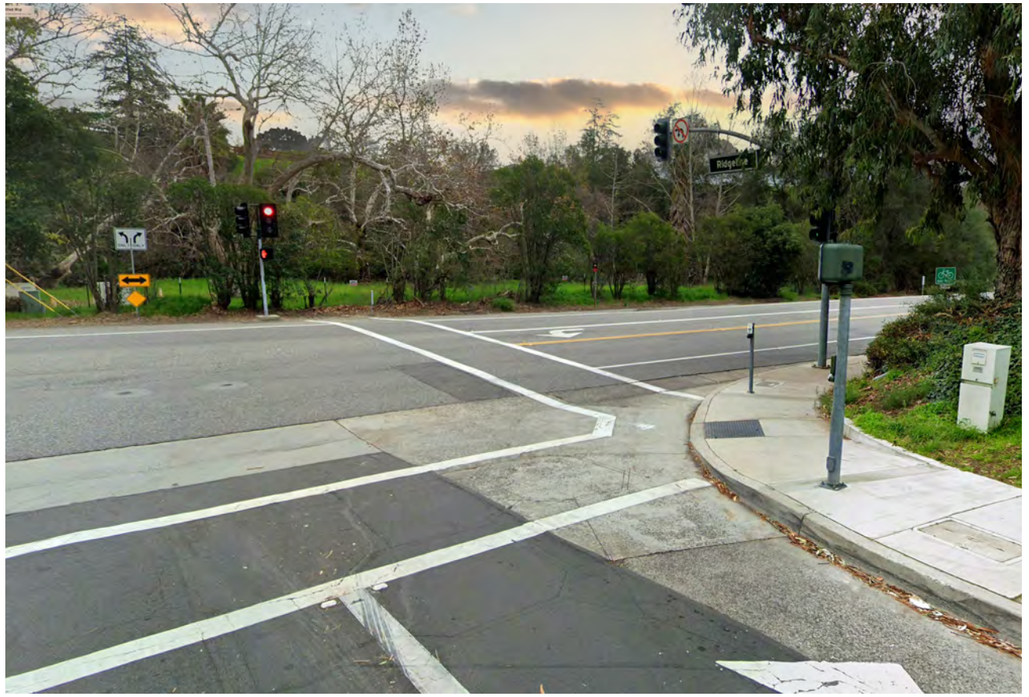


FIGURE 4.10: 3-WAY SIGNALIZED INTERSECTION EXAMPLE IMAGERY

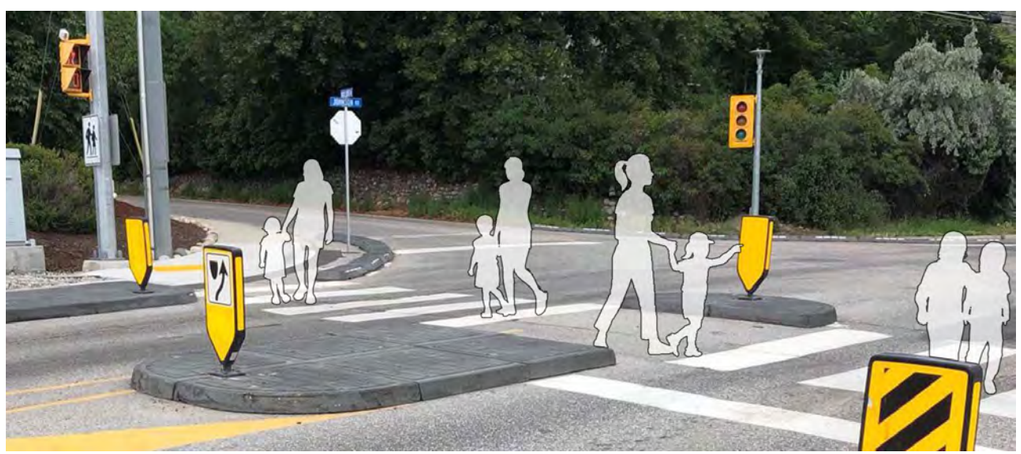


FIGURE 4.9: PEDESTRIAN REFUGE ISLAND EXAMPLE IMAGERY

04

4.10 EXISTING BICYCLE NETWORK

As shown in Figure 4.11, existing bicycle facilities in the MCSP area are provided on Moraga Avenue and consist of:

- Eastbound (uphill): a Class II bicycle lane on the south side of the roadway, extending from just east of Red Rock Road to the east and connecting to a Class II bicycle lane in the City of Oakland. West of Red Rock Road, Moraga Avenue is designated as a Class III bike route through signage only.
- Westbound (downhill): a Class III enhanced bicycle route on the north side of the roadway throughout the MCSP area and extending in both directions of Moraga Avenue.

Based on data collected in September 2023, up to 5 bicycles per hour were observed using both directions of Moraga Avenue combined. To encourage these roadway improvements, Potential relocation or undergrounding of utility poles, roadway improvements will include potential relocation or undergrounding see Chapter 9, Public Services and Utilities.

FIGURE 4.12: EXISTING CLASS II BIKE LANE, EASTBOUND MORAGA AVE

FIGURE 4.13: EXISTING CLASS III BIKE ROUTE, WESTBOUND MORAGA AVE

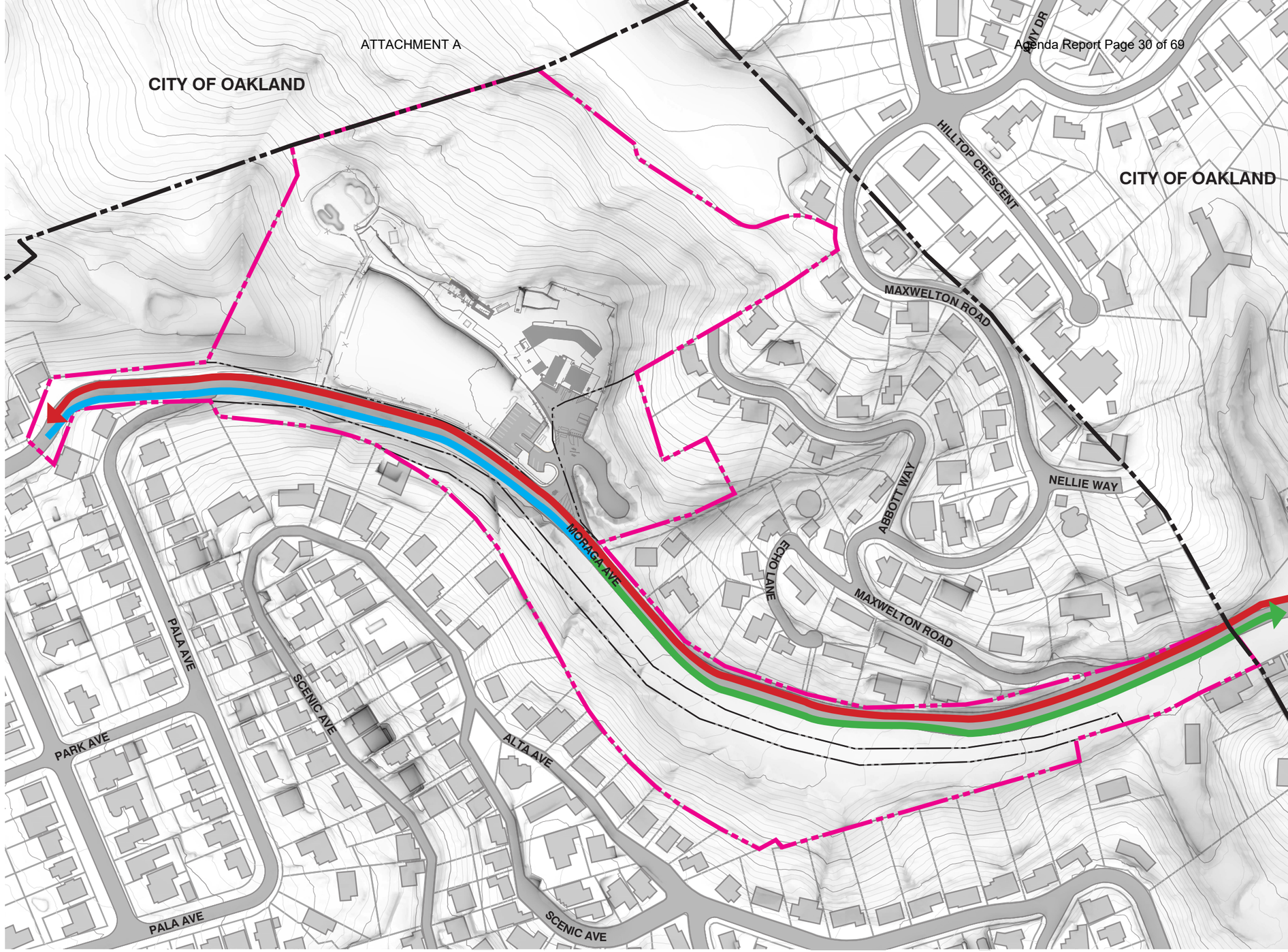


FIGURE 4.11: EXISTING BICYCLE NETWORK DIAGRAM

04

4.11 BICYCLE NETWORK

As shown in Figure 4.14, upgrades to the bicycle network will be made through implementing the following on Moraga Avenue:

- Eastbound (uphill): Moraga Avenue shall provide a buffered Class II bicycle lane, with an option to upgrade to a Class IV protected bicycle lane, on the south side of the roadway along the entire corridor in the MCSP area. Eastbound Moraga Avenue will remain a Class III bike lane west of Pala Avenue, and a Class II bike lane east of Maxwelton Road.
- Westbound (downhill): Moraga Avenue shall remain a Class III enhanced bicycle route on the north side of the roadway within a consistent lane width throughout the MCSP area and extending in both directions of Moraga Avenue. However, depending on the final development plan and right-of-way availability, westbound Moraga Avenue may be upgraded to a Class II bicycle lane.

4.11.1 BIKE PARKING

The Specific Plan requires an expansion of bicycle parking at Coaches Field and other open spaces in the area to further encourage bicycling. Chapter 5, Site Design provides the minimum short-term (bike racks intended for visitors) and long-term (bike rooms or lockers intended for residents) bicycle parking requirements for new developments.

FIGURE 4.15: BUFFERED CLASS II BIKE LANE EXAMPLE IMAGERY

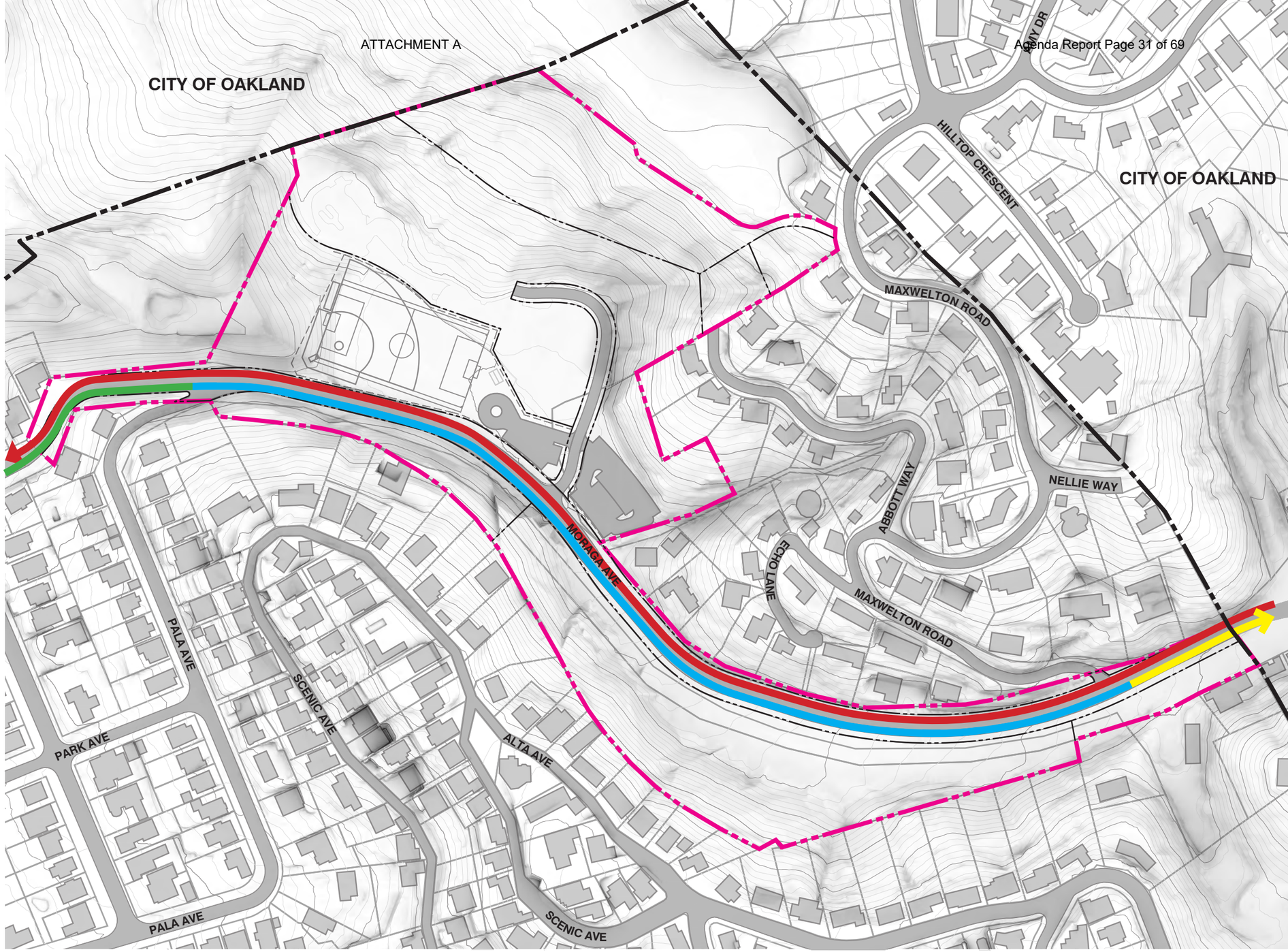


FIGURE 4.14: BICYCLE NETWORK DIAGRAM

4.12 PUBLIC TRANSIT

The Alameda-Contra Costa Transit District (AC Transit) is the primary bus transit service provider in Alameda County, including the City of Piedmont. Therefore, AC Transit identifies the corridors for bus service and the service characteristics, such as bus stop locations, service destinations, service frequency and hours of operations. Currently, no bus service is provided in the MCSP area, but two bus stops are within about 1/2 mile of the project boundaries:

- The bus stop at the Highland Avenue/Moraga Avenue intersection is served by AC Transit Line 606, which provides service through Piedmont and into Oakland to Head-Royce School.
- The bus stop at the Harbor Drive /Moraga Avenue intersection is served by AC Transit Line 696, which provides service through Oakland between Oakland Technical High School and Montclair.

Both AC Transit lines are primarily school service lines that operate on school days and during school bell times only; however, they are open to the public.

The configuration of Moraga Avenue would accommodate future bus service in both directions of the corridor. The MCSP makes providing bus service along this segment of Moraga Avenue more viable by locating relatively high-density residential uses along the corridor and planning for new transit infrastructure, such as bus pull-outs and bus shelters.

The Specific Plan would accommodate improved bus service by implementing the following:

- Coordinate with AC Transit to introduce bus service along the Moraga Avenue corridor.
- Provide bus stops in both directions of Moraga Avenue near the signal at Red Rock Road to better accommodate bus riders needing to cross the street.
- Provide amenities, such as shelter with bench and trash receptacle, at the bus stops.

FIGURE 4.17: AC TRANSIT BUS SHELTER EXAMPLE IMAGERY

FIGURE 4.16: PUBLIC TRANSIT DIAGRAM

04

4.13 EMERGENCY RESPONSE & EVACUATION

The City of Piedmont Police Department *Emergency Operations Procedures* (December 2022) identifies Moraga Avenue as an evacuation route, which depending on the areas evacuated and the direction of the evacuation, can be used to either evacuate to the east to State Route 13 or to the west to Pleasant Valley Avenue and Broadway. The City of Oakland's *2045 General Plan Safety Element* (July 2023) identifies State Route 13, Pleasant Valley Avenue, and Broadway as primary local evacuation routes.

The reconfiguration of Moraga Avenue would continue to provide one travel lane in each direction and would not affect emergency response but improve evacuation for cyclists and pedestrians in the area.

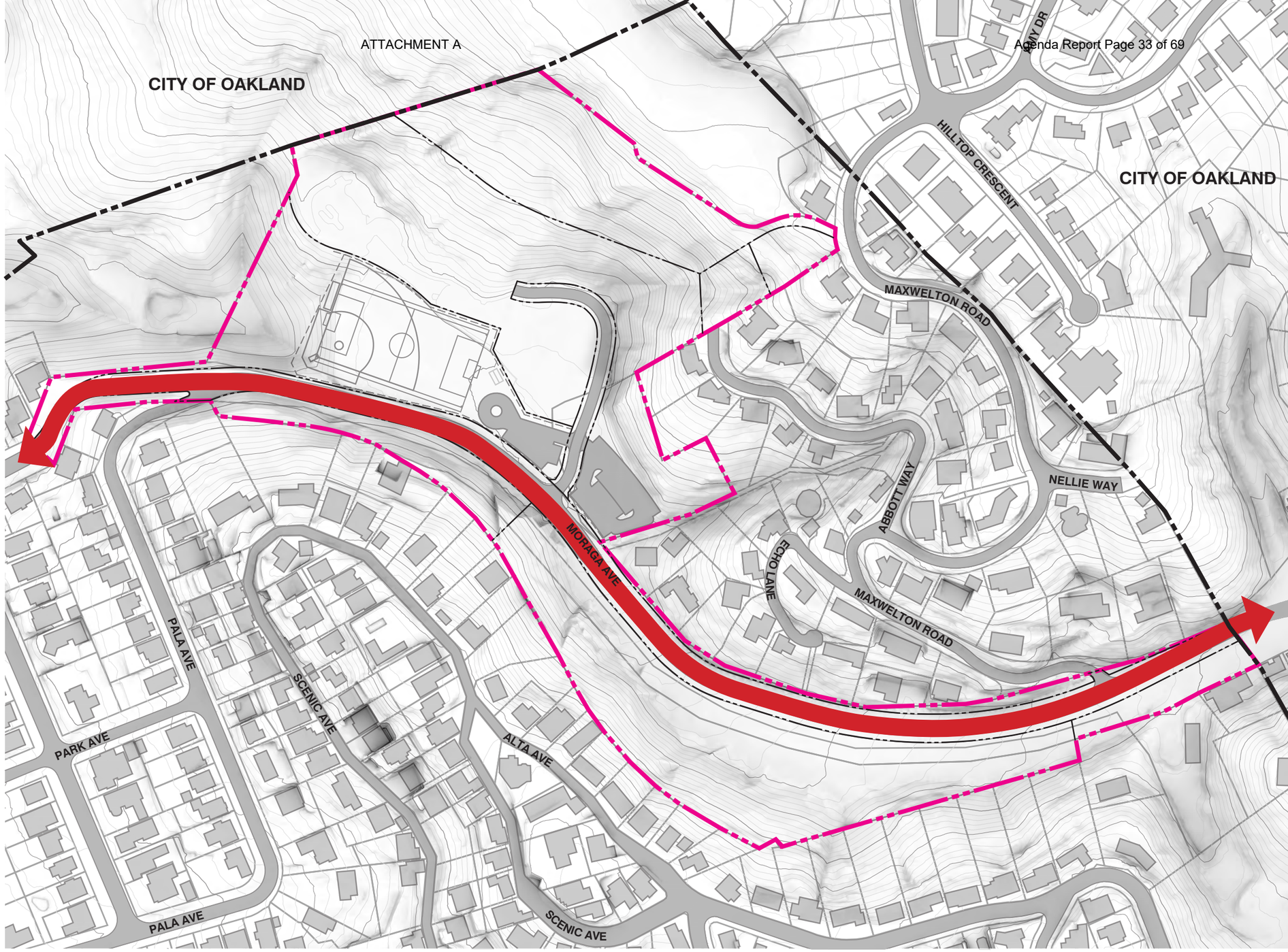


FIGURE 4.18: EVACUATION ROUTES DIAGRAM

04

4.14 MORAGA AVENUE ROAD SECTIONS AND STANDARDS

Figures 4.19 through 4.30 present the existing and future roadway cross sections at various locations along Moraga Avenue. The future cross-sections combine the pedestrian, bicycle, and motor vehicle features described on the previous pages to provide a consistent experience for all modes throughout the corridor within the MCSP area.

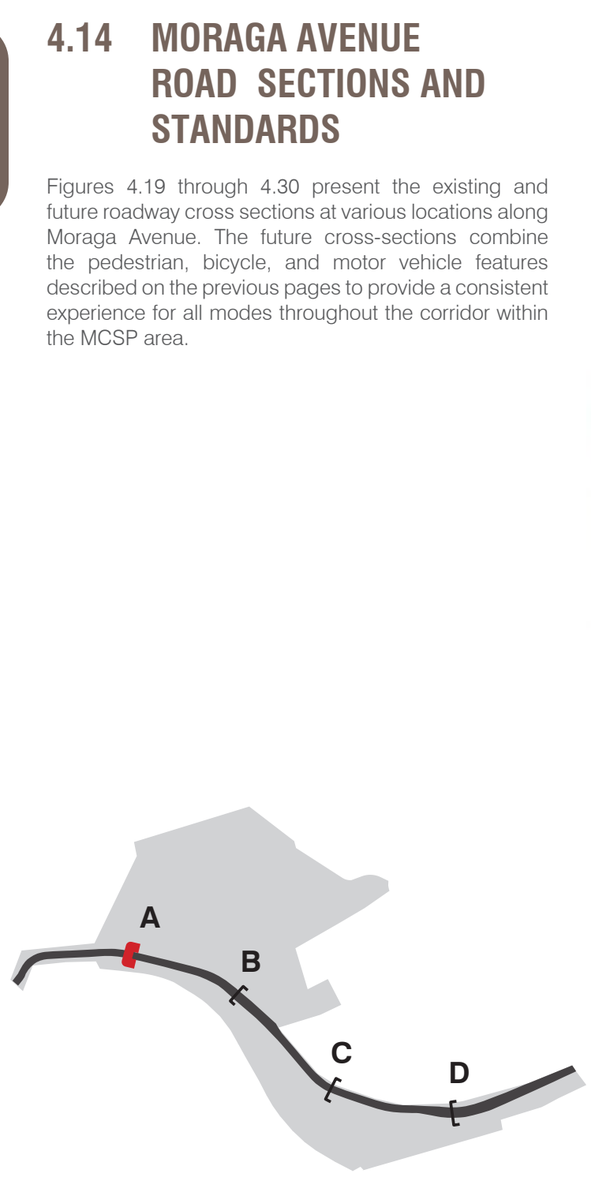
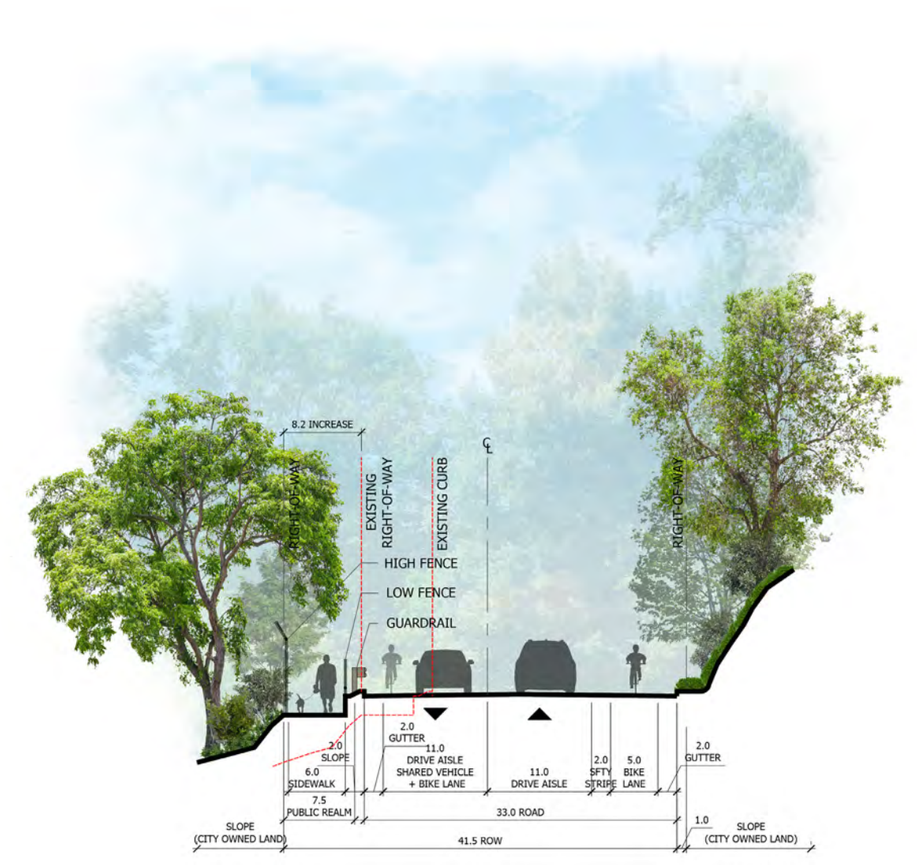


FIGURE 4.19: MORAGA AVENUE ROAD SECTION A KEYMAP

SECTION A-A': EXISTING

FIGURE 4.20: MORAGA AVENUE ROAD SECTION A: EXISTING



SECTION A-A': MCSP

FIGURE 4.21: MORAGA AVENUE ROAD SECTION A: MCSP

0 4 8 16 32

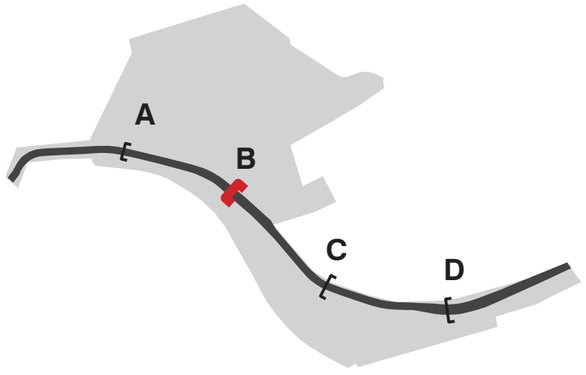
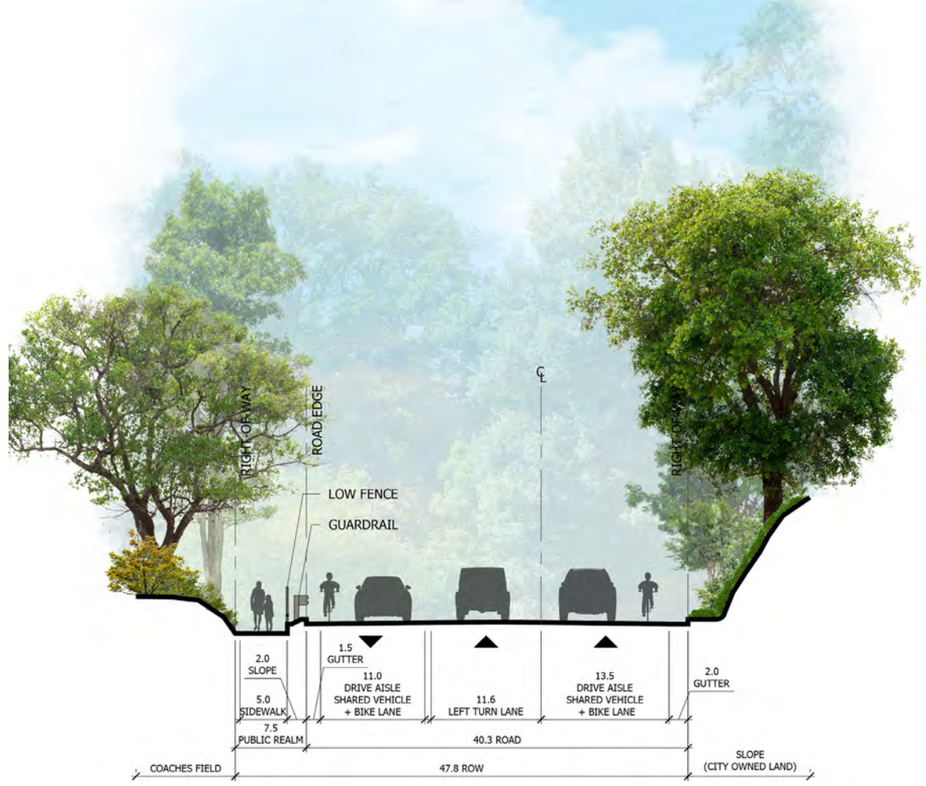


FIGURE 4.22: MORAGA AVENUE ROAD SECTION B KEYMAP



SECTION B-B': EXISTING

FIGURE 4.23: MORAGA AVENUE ROAD SECTION B: EXISTING

SECTION B-B': MCSP

FIGURE 4.24: MORAGA AVENUE ROAD SECTION B: MCSP

0 4 8 16 32

04

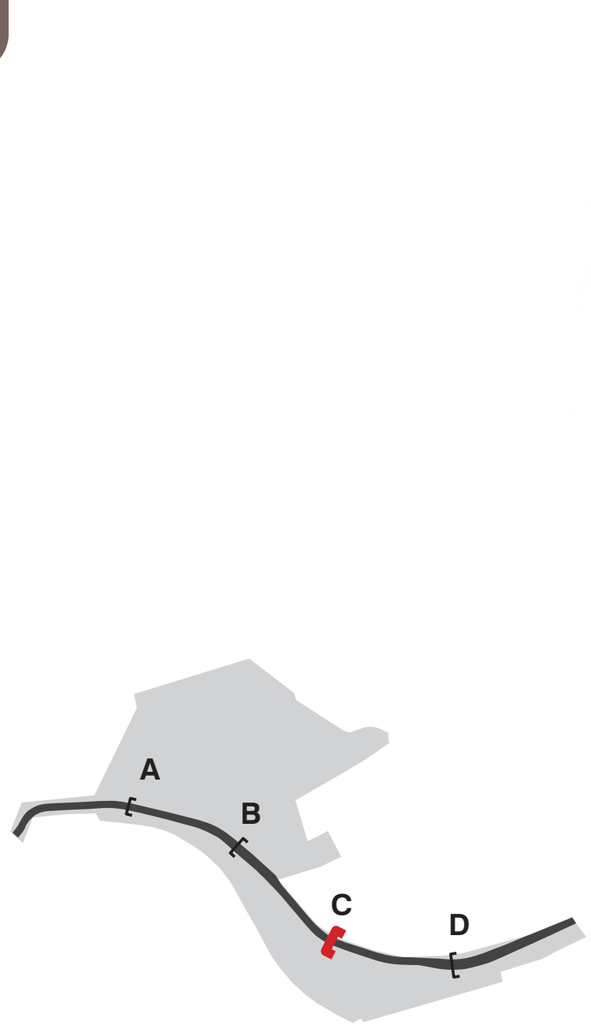


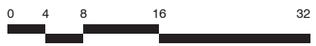
FIGURE 4.25: MORAGA AVENUE ROAD SECTION C KEYMAP

SECTION C-C': EXISTING

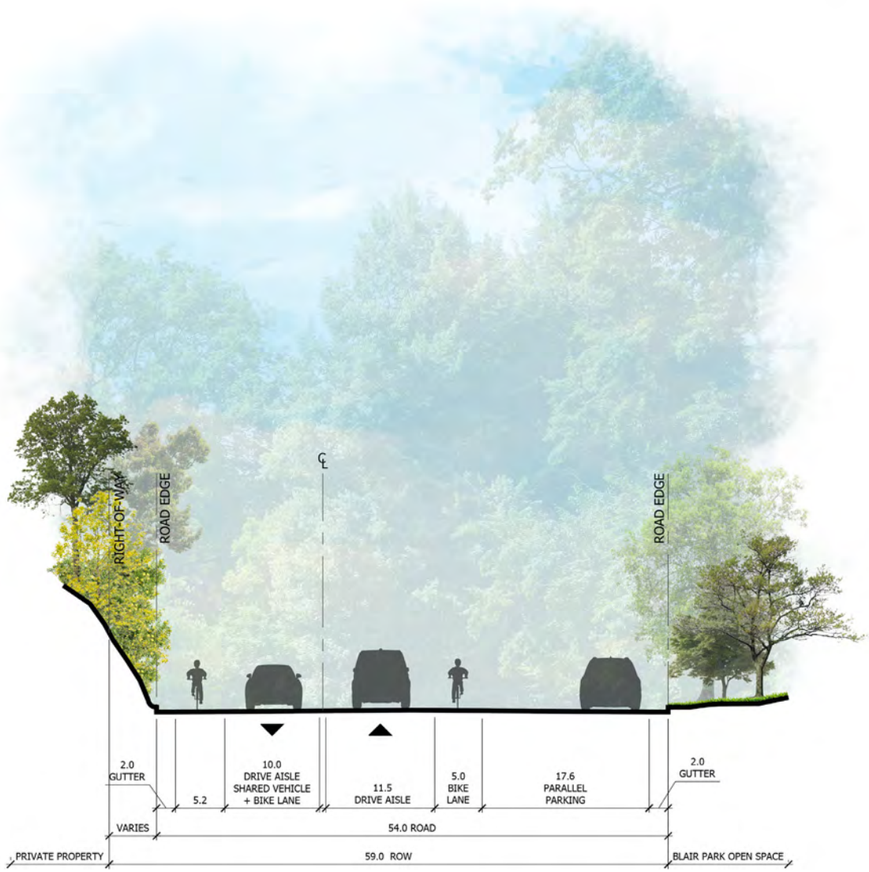
FIGURE 4.26: MORAGA AVENUE ROAD SECTION C: EXISTING

SECTION C-C': MCSP

FIGURE 4.27: MORAGA AVENUE ROAD SECTION C: MCSP

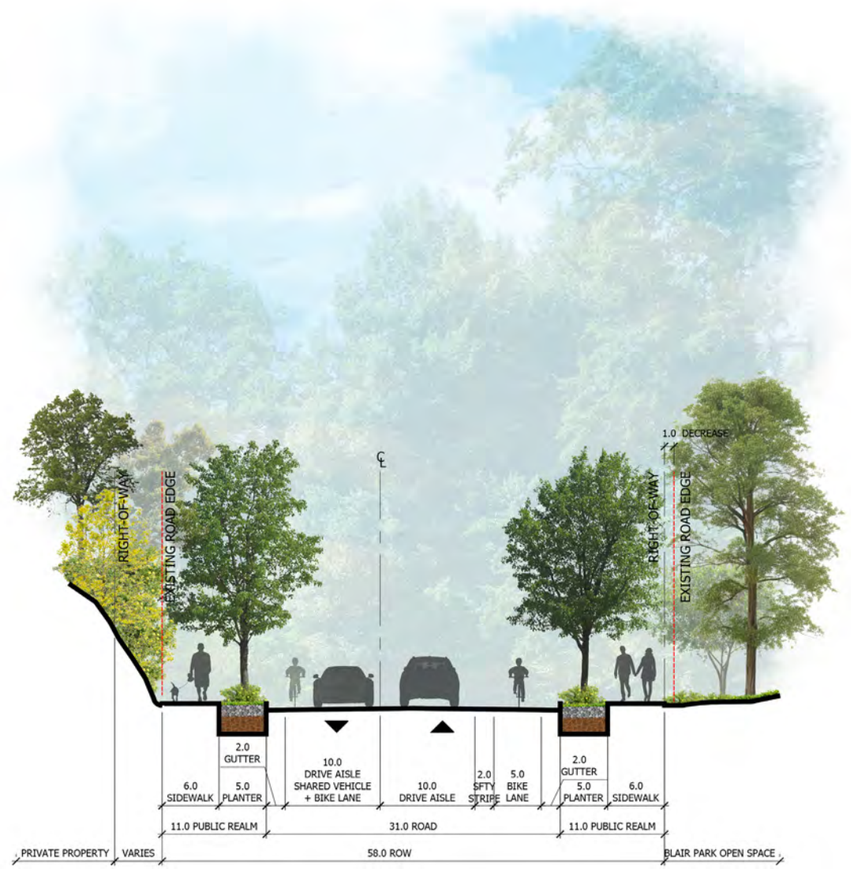


04



SECTION D-D': EXISTING

FIGURE 4.29: MORAGA AVENUE ROAD SECTION D: EXISTING



SECTION D-D': MCSP

FIGURE 4.30: MORAGA AVENUE ROAD SECTION D: MCSP

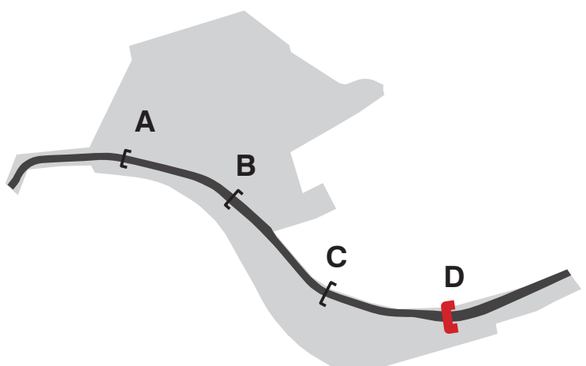
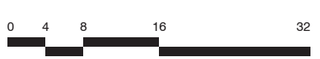


FIGURE 4.28: MORAGA AVENUE ROAD SECTION D KEYMAP



04

4.15 RED ROCK ROAD SECTIONS AND STANDARDS

The sections shown to the right depict road improvements to Red Rock Road within the MCSP.

Section RR1 illustrates the road condition from the Red Rock Road / Moraga Avenue traffic light intersection uphill to the entrances of the Coaches Field parking areas.

Section RR2 illustrates the road condition that will occur beyond the Coaches Field parking areas if multifamily residential development occurs north of Moraga Avenue. Where this right-of-way ends, a private road within the residential development plot shall provide access to the residential buildings.

FIGURE 4.31: RED ROCK ROAD SECTIONS 1 & 2 KEYMAP

SECTION RR1-RR1'

FIGURE 4.32: RED ROCK ROAD SECTION RR1

SECTION RR2-RR2': EXTENSION

FIGURE 4.33: RED ROCK ROAD SECTION RR2

0 4 8 16 32

04

4.16 TYPICAL TRAIL SECTIONS

City of Piedmont provides multiple trails that enhance pedestrian connectivity throughout the City. The Specific Plan area expands the trail network through a new trail in the northwest part of the Specific Plan area that would extend from Kennelly Skatepark area uphill to a vista point with an optional extension to Maxwelton Road. The trail would be unpaved and about 4-5 feet wide. It would be accessed from a trailhead at the public parking lot on Red Rock Road. The optional connection to Maxwelton Road would improve the pedestrian connectivity between MCSP and the residential neighborhoods to the north. Erosion control measures such as railroad ties (stairs) and retaining walls may be considered, see Figures 35 and 36.

FIGURE 4.34: EXISTING TRAIL BETWEEN MORAGA AVENUE AND ABBOTT WAY

FIGURE 4.35: PEDESTRIAN TRAIL SECTION 1

FIGURE 4.36: PEDESTRIAN TRAIL SECTION 2 - WITH RETAINING WALL

0 4 8 16 32

04

4.17 DRIVEWAY PLACEMENTS

New driveways on Moraga Avenue that directly serve new developments shall meet the design requirements for sight distance. The applicable standard for driveways on Moraga Avenue is the Caltrans *Highway Design Manual* requirement for stopping sight distance (SSD) for a design speed of 40 mph (consistent with the measured 85th percentile speed of 38-39 mph). Sight distance depends on the exact location of the driveway and the final configuration of Moraga Avenue, including type and location of landscaping. The revised configuration of Moraga Avenue under the MCSP will allow placement of driveways to accommodate new development. Figure 4.27 identifies a range of locations along Moraga Avenue that meet the minimum SSD for design speed of 40 mph. The driveway placements will not allow cars to exit in reverse along Moraga Avenue.

The final design for new driveways on Moraga Avenue serving new developments shall adhere to the following:

- The minimum SSD for design speed of 40 mph to provide sight-lines between vehicles turning into and out of the driveway and the through vehicles in both directions of Moraga Avenue.
- New driveways with existing driveways across Moraga Avenue where an existing driveway is located opposite an updated driveway shall be aligned.
- Landscaping and vehicle loading areas shall not obstruct the sight-lines between vehicles entering and exiting the driveway and the through vehicles on Moraga Avenue.
- A dedicated left-turn pocket on westbound Moraga Avenue shall be provided for driveways entering multifamily development that consist of more than 35 units.

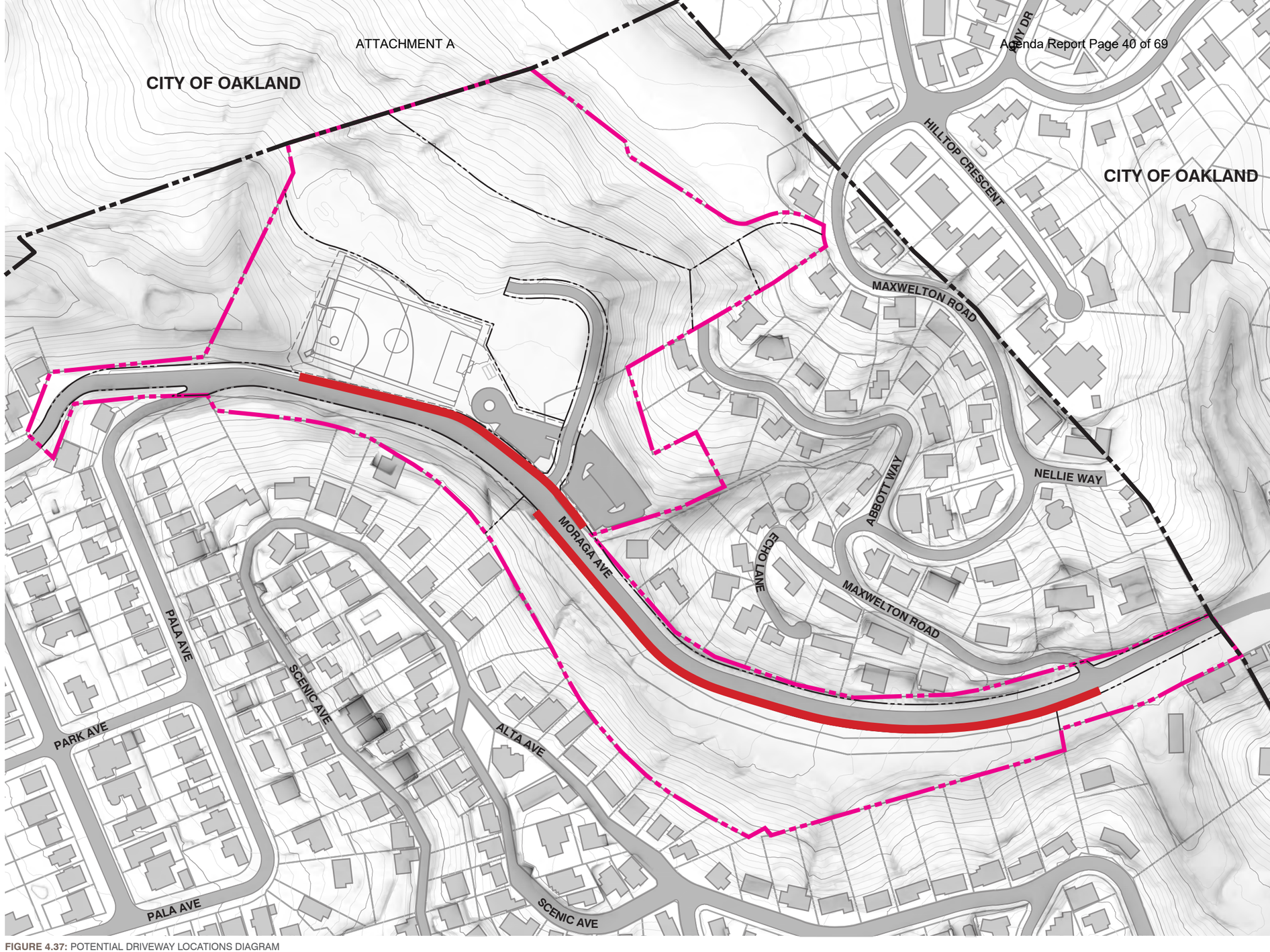


FIGURE 4.37: POTENTIAL DRIVEWAY LOCATIONS DIAGRAM

05

SITE DESIGN

05 SITE DESIGN

5.1 PURPOSE

- To set building standards and define the building envelope.
- To set standards for building orientation, site access and utilities.
- To ensure quality design and site layouts that fit the natural setting, enhance the neighboring architectural character, and increase pedestrian comfort and safety.

5.2 OBJECTIVES

Define a set of requirements that will aid in the proper placement of multifamily buildings within the specified land use area. Define additional standards that protect adjacent natural environment during and post construction. Establish regulations that allow development to occur in areas where hilly topographic conditions are present. Implement General Plan Design and Preservation Element goals for development in Piedmont.

05

5.3 SINGLE-FAMILY DESIGN REQUIREMENTS

All development standards for single-family dwellings shall follow standards found in the Piedmont City Code under Zone A: Single Family Residential zoning district, including the City of Piedmont Design Standards and Guidelines applicable to single family development.

Development standards shall be pursuant to Zone A except that parcel frontage requirement shall be a minimum of 25' for areas studied within specific plans. Process for design review shall be administrative, although initial design concept and building placement shall be approved by City Council. Future additions and reviews shall be conducted consistent with Division 17.20, Zone A: Single Family Residential and Division 17.66, Design Review of the Zoning Code.

5.4 MULTIFAMILY SITE DESIGN REQUIREMENTS

The following table sets forth the Site Design development standards for multifamily buildings located in the Specific Plan area.

SITE DESIGN REQUIREMENTS	
DEVELOPMENT STANDARD	**REQUIREMENT**
LOT AREA[1]	
Lot Area	10,000 sq. ft.
LOT COVERAGE	
Lot Coverage	70% max.
LANDSCAPE COVERAGE	
Landscape Coverage	15% & (10% if 20% of units are affordable)
FRONTAGE	
Frontage along Moraga Avenue	90' min.
Frontage along Red Rock Road	45' min.
SETBACKS	
From Moraga Avenue	15' min.
From Red Rock Road	10' min.
From adjacent parcel (rear or side)	4' min.

[1] Manufactured grading may occur beyond lot area if necessary to allow development to occur. Plan must be submitted to and approved by City of Piedmont Building Official.

TABLE 5.1: SITE DESIGN REQUIREMENTS TABLE

05

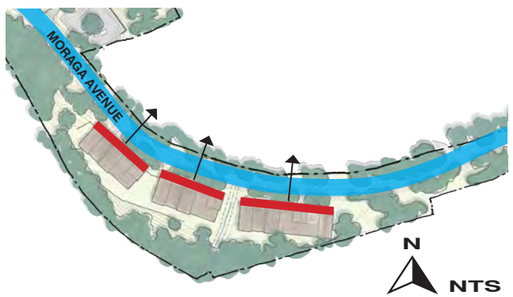
5.5 BUILDING FRONTAGES

INTENT

- Promote consistent development patterns along streets, particularly how buildings relate to the street, to promote a sense of visual order, and provide attractive streetscapes.
- Configure buildings to provide "outdoor rooms," including, but not limited to courtyards, paseos, and promenades.
- Locate building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.
- Arrange building façades and windows to capitalize on scenic views when available and support privacy between residences within the development and beyond the development.

5.5.1 BUILDING FRONTAGES

1. **Option A:** When multifamily development occurs on the south side of Moraga Avenue, primary building façades for all residential buildings shall face Moraga Avenue.



Note: Building location and size seen in diagram above is conceptual in nature, subject to change and shown to depict façade orientation only.

FIGURE 5.1: BUILDING FRONTAGES: OPTION A

2. **Option B:** When multifamily development occurs on the north side of Moraga Avenue, the primary building façades shall face southwest, west or any angle facing the Coaches Field recreation area. Primary building entrances, however, shall face east, north or any northeastern angle facing to the slopes that rise uphill or facing perpendicular to Red Rock Road to maximize efficiency of building access from Red Rock Road and it's associated sidewalk.

Note: Building location and size seen in diagram above is conceptual in nature, subject to change and shown to depict façade orientation only.

FIGURE 5.2: BUILDING FRONTAGES: OPTION B

5.6 BUILD-TO ZONE

Buildings shall occupy a minimum percentage of the Build-to-Zone. The Build-to-Zone is defined as a specific distance beyond the building setback from the front property line.

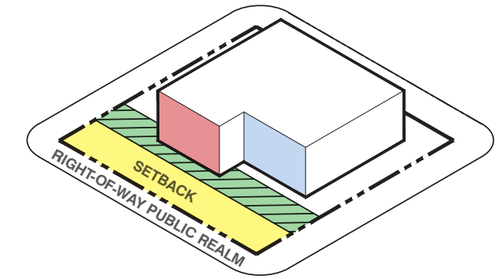


FIGURE 5.3: BUILD-TO ZONE DIAGRAM

BUILD-TO-ZONE	
Build-To-Zone Depth (ft.)*	10 ft.
Building % Min. Within Build-To-Zone	50%

*Measured from the front property line.

TABLE 5.2: BUILD-TO-ZONE TABLE

5.7 MULTIFAMILY RESIDENTIAL OPEN SPACE

INTENT

- To create appropriately scaled and well-designed landscaped spaces that serve multiple purposes, encourage gathering, improve the health and wellness of residents, and embrace nature in the built environment.
- Configure buildings to provide "outdoor rooms," including, but not limited to courtyards, paseos, and plaza spaces.

5.7.1 COMMON USEABLE OPEN SPACE

1. A minimum of 15% of the multifamily development area shall be designated as common useable open space.
2. Common Useable Open Space shall meet the following standards:
   a. Common Usable Open Space areas shall not be located directly next to Moraga Avenue or service areas.
   b. Shall be accessible to all residents.
   c. Shall have a minimum width and length of 18'.
   d. A minimum 20% of the open space area shall be planted with trees, ground cover, and/or shrubs.
   e. Roadways and parking do not count as Common Useable Open Space.

f. Courtyards enclosed by three sides of a building shall have a minimum width that is equal to or greater than 80% of the highest height of the adjoining façades.

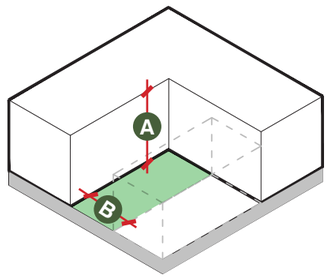


FIGURE 5.4: COMMON ENCLOSED COURTYARD DIAGRAM

g. Fully enclosed courtyards shall have one minimum dimension that is equal to or greater than the highest height (up to 80') of the adjoining façades. The second dimension shall be equal to or greater than 80% of the highest height of the adjoining façades.

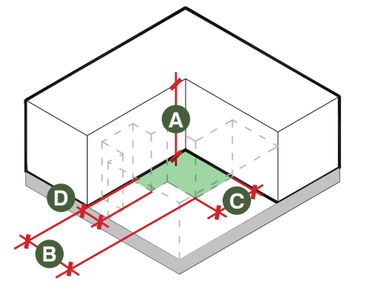


FIGURE 5.5: COMMON OPEN SPACE DIAGRAM

h. A minimum of 60% of the area shall be open to the sky and free of permanent weather protection or encroachments. Trellises and similar open-air features that enhance the usability of the space are permitted.

i. Site furniture shall use graffiti-resistant material and/or coating and skateboard deterrents to retain the site furniture's attractiveness.

j. No more than 50% of the total area counted as Common Open Space may be provided on a roof.

k. Buildings and roofed structures with recreational functions may occupy up to 20% of the area counted as common open space.

3. Developers shall provide on-site recreational facilities in conjunction with common open space as a minimum requirement for all multifamily projects. The following table below illustrates required amenity uses to be located on site based on development unit count.

ON-SITE RECREATIONAL FACILITIES TABLE

○ MINIMUM 2 OF 3 REQUIRED

△ MINIMUM 2 OF 7 REQUIRED

□ REQUIRED

	Development Size (units)	
	3-79	80 +
Indoor gym/fitness facility (min. 500 s.f)	○	□
Playground with multiple play structures[1]	○	□
Picnic area with three (3) picnic tables and one (1) bench or four-seat table	○	□
Spa and pool incl. Deck area (min. 75' X 45')		△
Open lawn area (min. 60' X 30')		△
Multiple playgrounds with play equipment[1]		△
Community multi-purpose room equipped with kitchen, defined areas for games, exercises, etc.		△
Multiple picnic areas (min. three (3) areas)		△
Court facilities (e.g. Tennis, volleyball, basketball, pickleball, etc.)		△
Resident community garden space (min.30' x 30')		△
Dog Run and wash station (min. 2,500 sq ft.)		△
Other recreational facilities not listed above[2]		△

[1] Playgrounds shall be sized to accommodate adequate equipment to meet all Consumer Products Safety Commission guidelines and ADA Standards. All equipment must be submitted to the city for review. One large playground is preferred over smaller, less equipped functioning play areas. Minimum size for playground(s) is 75 S.F. per school-aged child using the playground at one time. (per NAHB tabulations of 2022 American Community Survey microdata, updated 11/2023, the average number of school-aged children is approx. 20.8 per 100 apartment households.)

[2]May be considered subject to the City's review and approval.

TABLE 5.3: COMMON USEABLE OPEN SPACE AMENITIES TABLE

5.7.2 PRIVATE USEABLE OPEN SPACE

Private open space areas are intended for private use for each dwelling unit and may include balconies (covered or uncovered), private gardens, private yards, terraces, decks, porches and others.

PRIVATE USEABLE OPEN SPACE	
	MIN. DIMENSION (FT.)
Balcony width or depth	8’
Ground floor patio width or depth	10’
Floor to ceiling height	8.5’
Other	10’

TABLE 5.4: PRIVATE USEABLE OPEN SPACE MIN. DIMENSIONS TABLE

1. A minimum of 80 sf of private useable open space shall be provided per unit.
2. Private Useable Open Spaces shall meet the following standards:
   a. Shall be accessible to each single dwelling unit by a doorway(s) to a habitable space within the unit.
   b. May be covered but not fully enclosed.
   c. Ground level private useable open space shall be screened from adjacent private or common open space and dwellings by fencing, hedges, and/or walls.
   d. Above ground-level areas shall have at least one exterior side open and unobstructed for at least 8’ above floor level, except for incidental railings and balustrades. Above ground level railings and balustrades facing the right-of-way or neighboring residences shall be designed with a maximum of 25% openings in the design to screen the private areas.
   e. Ground-level rear-oriented private open space shall be screened from abutting lots, streets, alleys and paths, from abutting private ways, and from other areas on the same lot by a building wall, by landscaping not less than 5.5’ high and not less than 3’ wide or by a solid or grille fence (25% max. opening), masonry fence or wall not less than 5.5’ high.
   f. Primary living spaces located along a side setback shall orient balconies and decks towards the front and rear of the building.

5.8 VEHICULAR ACCESS & PARKING

INTENT

- Locate site entries, parking areas, storage bays, and service areas of buildings to minimize conflicts with adjacent properties. Parking, storage and service areas should be sited to minimize their appearance from public rights-of-way or nearby recreation areas.
- To minimize the visual impact of parking, loading and service areas, support pedestrian-level visual interest along public rights of way and other pedestrian ways, and minimize conflicts between pedestrians and vehicles along key streets.

Refer to City of Piedmont Zoning Ordinance Chapter 17, Division 17.30 “Parking” for applicable multifamily residential parking standards.

5.8.1 VEHICULAR ACCESS ALTERNATIVES

1. Should multifamily residential development occurs north of Moraga Avenue, parking and service area access shall be provided from the proposed Red Rock Road extension.
2. Should multifamily residential development occurs south of Moraga Avenue parking and service area access shall be provided from Moraga Avenue.

5.8.2 DRIVEWAYS AND CURB CUTS

1. Driveways located on the same parcel or adjacent parcels shall be the minimum distance specified in the Piedmont City Code and Public Works Standard Details from any street intersection.
2. Each development project site shall be limited to one curb cut along a public right-of-way per 150’ of public street frontage, or two curb cuts per entire parcel street frontage, whichever is less (unless otherwise required for emergency vehicle access).
3. Beyond the driveway entrance, driveways shall be set back a minimum of 5 feet from the property line. Exceptions may be considered based on lot size, percent slope, appropriate drainage facilities and use as a common (joint) driveway.

5.8.2.1 DRIVEWAY SLOPE

From the street, the ramp shall start at the property line at the same elevation as the street right-of-way.

1. For driveways up to 14’-0” in length from the property line, the maximum slope shall be 10%.

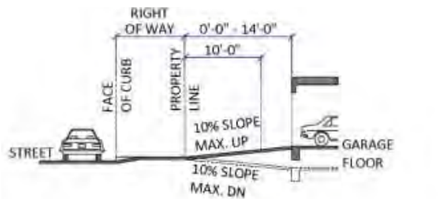


FIGURE 5.6: DRIVEWAY SLOPE DIAGRAM 1

2. For driveways from 14’-1” to 24’-0” in length from the property line, the first 10 feet shall have a maximum slope of 10%. The remaining slope to the garage entry shall have a maximum slope of 15%.

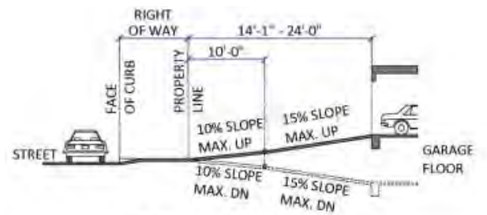


FIGURE 5.7: DRIVEWAY SLOPE DIAGRAM 2

3. For driveways greater than 24'-1" in length from the property line, the first 10 feet and the last 10 feet adjacent to the garage entry shall have maximum slopes of 10% and 15% respectively. The slope between these points shall have a maximum slope of 20%.

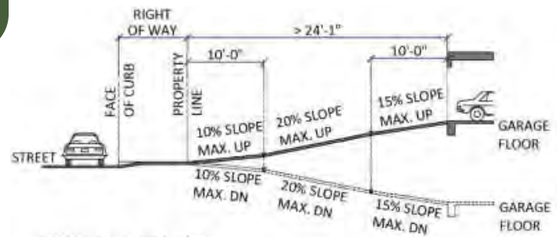


FIGURE 5.8: DRIVEWAY SLOPE DIAGRAM 3

5.8.3 LIMITATION ON PARKING AND LOADING FRONTAGE

1. Off-street parking, off-street vehicle loading, and vehicular circulation areas other than direct driveway access perpendicular to the street are prohibited between the building and street.
2. No more than 30% of the primary street frontage of the development parcel shall be devoted to garage openings, carports, surface parking, or service/ loading entries).
3. Entries to podium/structure parking when combined with loading, and utility/service areas shall not exceed 30' in width. Vehicle entries shall not exceed 20' in width.

5.8.4 SCREENING FOR PODIUM/ STRUCTURED PARKING

1. All portions of partially subgrade or podium parking visible above grade shall be architecturally treated no differently than the adjacent residential structure and shall utilize the same level of detail, articulation, and materials as the primary façade, and shall be screened with landscape screening (e.g., shrubs) a minimum of 3' in height and/or landscape plantings and an ornamental metal screen a minimum of 3' in height.

5.8.5 INTERNAL ACCESS

5.8.5.1 PARKING DESIGN

1. Parking for residents shall occur in shared secured ground-level podium or underground garage beneath the building footprint.
2. Overflow and guest parking shall occur in podium, underground garage or on surface if space adjacent to building(s) allows.
3. Developments for 20 units or more shall provide all guest parking within a podium or underground garage.

5.8.5.2 PODIUM PARKING ACCESS

1. Visibility or other safety features (e.g., mirrors, cameras, or audible signals) shall be implemented at each podium access point where parking is underneath residential development.

5.8.5.3 PARKING STRUCTURE ACCESS

1. Any vehicular entry gate to a parking structure shall be located to allow a minimum of 18' between the gate and the back of the sidewalk to minimize conflicts between sidewalks and vehicle queuing.
2. A parking structure shall not occupy more than 20% of the building width of any street-facing or recreation playfield-facing façade, and it shall be recessed a minimum of 5' from the street-facing or recreation playfield-facing façade of the building.
3. For projects with five or more residential units and that have a vehicle access gate to the parking structure, a pedestrian gate shall also be provided.

5.9 BICYCLE PARKING

5.9.1 BICYCLE PARKING

5.9.1.1 SHORT-TERM BICYCLE PARKING

Short-term bicycle parking (Class II bicycle parking facility) consists of racks that support the bicycle frame at two points and allow for the bicycle frame and one wheel to be locked to the rack with a U-lock. Development shall comply with the following requirements for short-term bicycle parking:

1. Each short-term bicycle parking space shall be a minimum of 6' in length and 2' in width.
2. Bike racks shall meet current APBP (Association of Pedestrian and Bicycle Professionals) recommended bicycle rack style.
3. Short-term bicycle parking space shall be located within 50' of the primary pedestrian building entrance.
4. Short-term bicycle parking shall be provided at a rate of one space per 10 dwelling units.
5. If more than 15 short-term bicycle spaces are provided, at least 50 percent of the spaces shall be covered by a permanent solid-roofed weather protection structure.

5.9.1.2 LONG-TERM BICYCLE PARKING

Long-term bicycle parking facilities (Class I bicycle parking facility) consists of bicycle lockers or bicycle rooms with key access for use by residents. Development shall comply with the following requirements for long-term bicycle parking:

1. At least one long-term bicycle storage space is required for every 4 units
2. Secure, long-term bicycle parking areas shall be enclosed and located within a garage or podium parking structure for security and consolidation with car parking.
   a. Long-term bicycle parking facilities shall be located on the ground floor within the parking structure and shall not be located between the building and the street.
   b. Lockable storage enclosures shall not be visible from the right-of-way.
   c. Enclosures shall be designed with materials and colors used in the primary building to match garage interior.
3. If bicycle lockers are provided, they must meet the following minimum requirements::
   a. Dimensions of 42" wide, 75" deep, and 54" high.
   b. Must withstand a load of 200 pounds per square foot.
   c. Opened door must withstand 500-pound vertical load.
4. If bicycle rooms with key access are provided, they must meet the following minimum requirements:
   a. Bicycle rooms shall have a minimum ceiling height of 7'.
   b. Bicycle rooms shall contain racks that support the bicycle frame at two points and allow for the bicycle frame and one wheel to be locked to the rack with a U-lock.
   c. Long-term bicycle parking spaces shall be served by an aisle with a minimum width of 6'.
   d. All bike racks shall be large enough to accommodate a 4" "fat tire" width.
   e. Maneuverability space of at least 2' shall be provided between the aisle and long-term bicycle parking spaces
   f. Each horizontal long-term bicycle parking space shall be a minimum of 7' in length, 2' in width, 4.5' in height. Each vertical long-term bicycle parking space shall be a minimum of 3.5' depth, 2' in width and 7' in height.

05

5.10 ON-SITE PEDESTRIAN ACCESS AND CIRCULATION

INTENT

- Create safe, visually interesting and comfortable paths of travel for pedestrians to/from buildings' ingress/egress points.
- Minimize pedestrian interaction with vehicular paths of travel.

5.10.1 PEDESTRIAN PATHWAYS

1. All on-site buildings, entries, facilities, amenities, and vehicular and bicycle parking areas shall be internally connected with a minimum 5' wide pedestrian pathway or pathway network that may include use of the public sidewalk. The pedestrian pathway network shall connect to the public sidewalk in the public right-of-way.
2. Pedestrian pathways within internal parking areas shall be separated from vehicular circulation by a physical barrier, such as a reinforced concrete wall at least 36" tall or grade separation or a raised planting strip, of at least 6" in height and at least 6' in width. A pedestrian pathway is exempt from this standard where it crosses a parking lot vehicular drive aisle.
3. Pedestrian pathways outside of a building shall be adjacent to 4' minimum width of planted area.
4. At least two amenities that include a shade pergola and/or benches shaded by adjacent tree(s) shall be provided on any pedestrian path longer than 200'.
5. Pedestrian pathways shall be clearly marked with signage, painted such that its intended use for pedestrians is identifiable or be of a different material than that of the adjacent surface where vehicular traffic occurs.

5.10.2 SIGNAGE DIRECTORIES

All development consisting of six units or more shall provide signage directories placed at the development entry.

5.10.3 PEDESTRIAN CONNECTIONS

1. Primary entries to buildings shall be connected to a public sidewalk or publicly accessible pathway by a pedestrian pathway with the following minimum width dimensions;

PEDESTRIAN CONNECTIONS	
	MIN. WIDTH (FT.)
Entrances Serving ≤ 20 Units	5'
Entrances Serving > 20 Units	8'

TABLE 5.5: PEDESTRIAN CONNECTIONS TABLE

2. Every multifamily dwelling's primary building entry and common exterior spaces shall provide a pedestrian pathway/connection to the following areas:
   a. To the public sidewalk in an adjacent right-of-way.
   b. Between a building entry and the parking area for the units served by it.
   c. To any common usable open space or recreational facilities on site or to any public park facilities located on an adjacent lot.
   d. To a public multi-use pathway or trail abutting the project.

5.11 SITE LIGHTING

INTENT

- To create safe, welcoming, well-lighted areas, including building entries, pedestrian pathways and plazas, parking lots and vehicle maneuvering areas; and to minimize excessive illumination and glare directed toward adjoining properties.

5.11.1 NUISANCE PREVENTION

All lights shall be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties. The light level at property lines shall not exceed 0.3 foot-candles.

5.11.2 PEDESTRIAN SAFETY

1. Areas used by pedestrians shall be illuminated at night to ensure safety. Such areas include:
   a. Surface parking lots and parking structures (entrances, elevators, and stairwells)
   b. Sidewalks, walkways, and plazas
   c. Building entrances (including rear and service entrances)
   d. Garbage disposal areas
   e. Alleys
   f. Along property lines where there is an abutting public sidewalk

5.11.3 MAXIMUM HEIGHT

Freestanding outdoor light fixtures shall not exceed 16' in height.

5.11.4 FIXTURE TYPES

All luminaries shall meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for "Cut Off" or "Full Cut Off" luminaries.

5.11.5 MINIMUM LIGHTING REQUIREMENTS

5.11.5.1 PEDESTRIAN PATHS

Pedestrian walkways shall have a light level of not less than one (1) foot-candle average with minimum levels at 0.6 foot candles. Light coverage shall extend beyond the immediate path to eliminate any potential "risk areas."

5.11.5.2 PARKING AREAS

1. Lighting in parking, garage, and carport areas shall be maintained with a minimum of one foot-candle of illumination at the ground-level during hours of darkness, with a maximum of four foot-candles.
2. Parking lot lighting shall be directed away from surrounding buildings and properties using fixtures that reduces light trespass and glare to a maximum of 0.3 foot-candles measured at surrounding buildings and properties.
3. Illumination shall not include low pressure sodium lamps.

5.11.5.3 MULTI-UNIT RESIDENTIAL DEVELOPMENTS

Aisles, passageways, and entryways/recesses related to and within the building complex shall be illuminated with an intensity of at least one-quarter foot-candles at the ground level during the hours of darkness.

5.11.6 DESIGN OF FIXTURES

5.11.6.1 BUILDING FIXTURES

Fixtures on buildings shall be attached only to walls or eaves, and the top of the fixture shall not exceed the height of the parapet, roof, or eave of the roof.

5.11.6.2 ACCENT LIGHTING

1. The scale of the lighting fixture shall be consistent with the massing of the proposed building façade.
2. Architectural features may be illuminated by lighting, provided that the lamps are low intensity and fully shielded such that no glare or light trespass is produced.

5.11.7 ENERGY EFFICIENCY

1. Outdoor lighting shall utilize energy-efficient fixtures and lamps such as metal halide, hard-wired compact fluorescent, LED, or other lighting technology that is of equal or greater efficiency. All new outdoor lighting fixtures shall be energy efficient with a rated average bulb life of not less than 10,000 hours.
2. All lighting shall include controls such as timers, motion detectors, and dimmers to ensure the appropriate amount of light is used when needed.

5.11.8 FIXTURE TYPES

All luminaries shall meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for “Cut Off” or “Full Cut Off” luminaries.

5.12 GRADING STANDARDS

INTENT

- To safeguard property and public welfare by regulating grading on a development site
- To provide adequate development area for allowable land uses
- To provide standards that protect the natural environment and adjacent parcels from grading and erosion disturbance and avoid conflicts with vehicles transporting fill and grading spoils.

SLOPE CLASSIFICATIONS	
% OF NATURAL SLOPE CATEGORY	**DEFINITION**
<25%	Slope appropriate for intensive development
25-50%	Development within this slope category is limited to the less visually prominent slopes, and then only where it can be shown that grading, vegetation removal, safety, environmental and aesthetic impacts can be minimized. Impact of access and roadways shall be minimized by following natural contours or using grade separations. Structures shall blend with the natural landform through their relationship to adjacent structures, shape, material, and color. Special hillside architectural and design techniques are required, which may include variable building structural techniques and clustering. Terraced building designs may be considered when terraced buildings will create a better relationship between adjacent land uses and the building sites.
>50%	This is a severe slope condition where development should avoided if possible. Multifamily development should be limited to disturb no greater than 20% of the total land area where slopes exceed 50%. Single-family development occurring on slopes in this category are be acceptable provided it meets the following slope standards and receives approval by the Public Works Director.

TABLE 5.6: SLOPE CLASSIFICATIONS TABLE

05

5.12.1 SITE DESIGN

1. Development located in hillside areas greater than 25% slope shall incorporate building clustering, multiple/varied orientations, structure terracing and other site planning techniques to preserve open spaces, protect natural features, fit into severe topographic condition and offer views to residents.

5.12.2 DRIVEWAYS AND ROADWAYS

1. Only slopes less than fifty (50) percent (2:1) shall be allowed adjacent to driveways.
2. Driveway grades above ten (10) percent may only be considered when driveways are aligned with the natural contours of the land, are necessary to achieve effective site design, and safety considerations are met to the satisfaction of the building and safety official, city engineer, and the fire department. Proper design considerations shall be employed, including the use of vertical curves. On driveways that may be approved with a slope greater than ten (10) percent, a coarse, all-weather paving material, or grooves for traction, shall be incorporated into the construction.
3. Where road construction is proposed in critical hillside areas, the standards shall be consistent with those identified for high fire hazard areas.
4. Wet utilities shall be placed beneath the road right-of-way, where feasible.
5. Appropriate roadway drainage and grades shall be provided.

5.12.3 IMPORT AND EXPORT OF EARTH MATERIAL & USE OF MANUFACTURED GRADING MATERIALS

Where earth materials or manufactured grading materials, such as geofoam, are moved on public roadways from or to the site of a grading operation, all the following requirements shall apply unless waived by City approval:

1. Either water or dust palliative or both must be applied for the alleviation or prevention of excessive dust resulting from the loading or transportation of earth from or to the project site on public roadways. The permittee shall be responsible for maintaining public rights-of-way used for grading operations in a condition free of dust, mud, earth or debris attributed to the grading operation.
2. Loading and transportation of earth or manufactured grading materials from or to the site must be accomplished between the hours of 9:00 a.m. and 3:00 p.m. unless prior City approval is given by the Public Works Director.
3. Access roads to the premises shall be only at points designated on the approved grading plan.
4. An advance warning sign must be posted on the public roadway 400 feet on either side of the access intersection, carrying the words “truck crossing. The sign shall be diamond shape, each side being 30 inches in length; shall have a yellow background; and the letters thereon shall be five inches in height. The sign shall be placed six feet from the edge of the pavement and the base of the sign shall be five feet above the pavement level. The advance warning sign shall be covered or removed when the access intersection is not in use.
5. A haul route permit shall be obtained from the Building Official prior to grading material movement.
6. Any person moving grading materials or in violation of the section shall be financially responsible for any damage to the public streets and shall pay to the city the cost, as determined by the City Engineer, of repairing such damage or shall repair the damage to the satisfaction of the City Engineer.

5.12.4 PROTECTION OF ADJOINING PROPERTY

1. Each adjacent property owner is entitled to the lateral and subjacent support which his or her land receives from the adjoining land. Any person making an excavation shall use care and skill in making the excavation and shall take all necessary steps to protect the adjacent property from possible damage resulting from the excavation.

5.12.5 CUTS

1. Cut slopes shall be no steeper than two to one (2:1) horizontal to vertical ratio unless otherwise recommended in the soil engineering or engineering geology report and approved by the Building Official.
2. Engineered and constructed slopes steeper than two horizontal to one vertical (1.5:1 max.) shall be limited to only where absolutely necessary and reinforced with geotechnical stabilization or other measures as recommended in the geotechnical report.
3. The slope of cut surfaces shall be no steeper than is safe for the intended use as determined by the permittee’s engineer, subject to the review and approval of the City Engineer.

5.12.6 FILLS

1. Fill slopes shall not be constructed steeper than a two to one (2:1) horizontal to vertical ratio, or where the base (toe) of the fill slope would be within 12 feet horizontally of the top of a cut slope, unless evidence is submitted by the soil engineer or the engineering geologist which indicates the stability of the slope is adequate and the proposed slope is approved by the City Engineer.
2. In special circumstances where no evidence of previous instability exists, and when recommended in the soil engineering report and approved by the City Engineer, slopes may be constructed steeper than a 2:1 slope ratio.
3. A slope stability analysis shall be included in all soil engineering reports for all slopes steeper than a 2:1 slope ratio and for all slopes exceeding 20 feet in height regardless of the slope ratio. The soil engineer shall consider slope stability (both gross and surficial stability) and provide a written statement approving the slope stability. In addition, the soil engineer shall recommend alternate methods of construction or compaction requirements necessary for surficial slope stability.
4. The ground surface shall be prepared to receive fill by removing vegetation, noncomplying fill, topsoil and other unsuitable materials and by scarifying to provide a bond with the new fill. Where existing slopes exceed five feet in height and/or are steeper than a five to one (5:1) rise over run, horizontal to vertical ratio, the ground shall be prepared by benching into sound bedrock or other competent or formational material, as determined by the Geotechnical Report. The lowermost bench beneath the toe of a fill slope shall be a minimum of ten feet in width. The ground surface below the toe of fill shall be prepared for sheet flow runoff or an appropriate drainage system shall be provided. French drains may also be required at the toe of fill slopes if determined necessary by the City Engineer.
5. All fills shall be compacted to a minimum of 90% of the maximum density as determined by ASTM D1557. Sufficient maximum density determinations by test method ASTM D1557 shall be performed during the grading work to verify that the maximum density curves used are representative of the material placed throughout the fill. Field density tests shall be performed in accordance with ASTM D1556, or equivalent, as approved by the City Engineer. At least 25% of the total tests shall be by ASTM D1556 to verify the accuracy of the equivalent method. All such tests shall be uniformly distributed within the fill area and/or fill slope surface area in order to obtain representative results. The location of the field density tests shall be determined by the Geotechnical Report, but shall be sufficient in both horizontal and vertical placement to provide a representative testing of all fill placed. Testing in areas of a critical nature or special emphasis shall be in addition to a network of representative sampling. At least 20% of the field density tests performed during grading shall be located within three feet of the final slope location, and at least one density test shall be taken in the outer 12 inches of the finished slope face for every 5,000 square feet of slope area.

05

5.12.7 SLOPE SETBACKS

1. The setbacks and other restrictions specified by this section are minimum and may be increased by the City Engineer or Building Official or by the recommendation of the civil engineer, the soil engineer or the engineering geologist, to the extent necessary for safety and stability, to prevent damage to adjacent properties from deposition or erosion or to provide access for slope maintenance and drainage. Retaining walls may be used to reduce the required setbacks when approved by the City Engineer. All slope setbacks required by this section shall comply with all requirements specified in section 5.4 of this chapter. If the zoning setback requirements exceed the slope setback requirements in this section, the zoning setbacks shall govern.

2. **Grading Design Setbacks**
   a. The tops and toes of slopes shall be setback from the outer boundaries of the grading permit area, including easements, in accordance with Figures 6.8 and 6.9 of this section.
   b. Setbacks between graded slopes (cut or fill) and structures shall be provided in accordance with Figures 6.8 and 6.9 of this section.
   c. A usable side yard of at least five feet from any building wall shall be provided to the top or toe of a slope unless waived by the City Engineer.
   d. Lot lines shall be located at the top of slopes whenever possible.

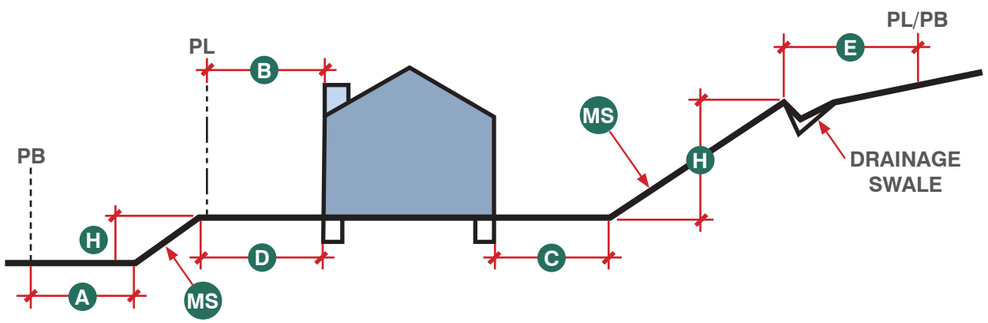


FIGURE 5.9: SETBACKS FROM ADJACENT SLOPES DIAGRAM

MINIMUM SETBACK FROM ADJACENT SLOPE					
H (HEIGHT (FT.)	A	B	C	D	E
0 < 6	2’	5’	5’	5’	3’
6 - 14	H/2 or 5’ (max.)	5’	H/2	H/2 (5’ min)	3’
14 - 30	5’	H/2 (10’ max)	H/2	H/2 (10’ max)	6’
30+	5’	10’ max’	15’ max.	10’ max.	6’

TABLE 5.7: SETBACKS FROM ADJACENT SLOPES TABLE

1. PL means property line. PB means permit boundary. MS means manufactured slope.
2. Table 5.6 applies to manufactured slopes and 2:1 (or steeper) natural slopes. Setbacks from natural slopes flatter than 2:1 shall meet the approval of the City Engineer.
3. B may be reduced to a five foot minimum if an approved drainage device is used; roof gutters and downspouts may also be required.
4. B may be reduced to less than five feet if no drainage is conveyed on one side and if roof gutters are included.
5. If the slope between A and B is replaced by an engineered retaining wall as tall or taller than H, A may be reduced to zero and B shall remain as shown in Table 5.6. The maximum height of the wall shall be governed by zoning regulations.
6. B shall be measured from the face of the structure to the top of the slope.
7. D is measured from the lower outside edge of the footing, along a horizontal line to the face (daylight) of the slope. Under certain circumstances, D may be reduced as recommended in a geotechnical report and approved by the Building Official.

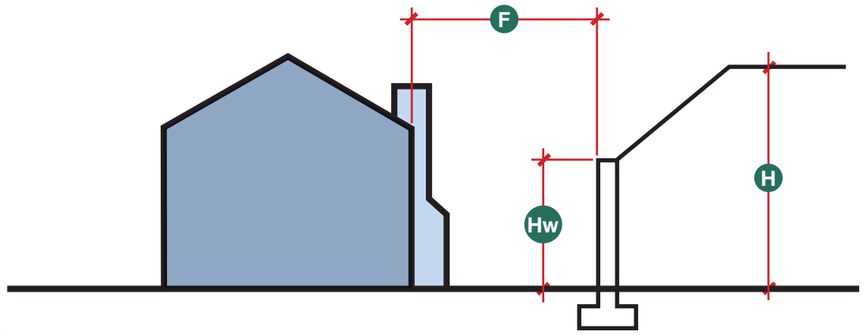


FIGURE 5.10: SETBACKS FROM RETAINING WALL DIAGRAM

MINIMUM SETBACK FROM RETAINING WALLS		
H (HEIGHT (FT.)	**HW (HEIGHT OF RETAINING WALL)**	**F**
0 < 6	3’ (max.)	5’ (min.)
6 - 8	4’	5’ (min.)
8 - 10	5’	5’ (min.)
10 - 12	6’	6’
12 - 30	6’	H/2
30+	6’	15’ (max.)

TABLE 5.8: SETBACKS FROM RETAINING WALLS TABLE

1. The use of a retaining wall to reduce slope setbacks must be approved by the City Engineer.
2. In limited situations, F may be reduced to zero feet if allowed by the Building Official and if the Building Official approves a combination structure/retaining wall after submittal and review of structural calculations from a registered Civil Engineer or Structural Engineer and after the City Engineer approves any necessary drainage and catchment devices.
3. Hw is the height of the retaining wall measured from the top of the footing to the top of the wall. The maximum height of retaining walls for developer initiated projects shall be four feet unless otherwise approved by the Planning Department. Wall heights greater than six feet must also be approved on a case-by-case basis as approved by the City Engineer.

5.12.8 TERRACING

1. Terraces at least eight feet in width shall be established at not more than 30 foot vertical intervals on all cut or fill graded slopes in order to control surface drainage and debris. Where only one terrace is required, it shall be at the mid-height of the slope. Terrace widths and spacing for cut and fill slopes greater than 120 feet in height measured from the top of slope to the bottom of slope shall be designed by the civil engineer based upon recommendations of the soil engineer and approved by the City Engineer. Suitable access shall be provided to all terraces to permit proper cleaning and maintenance.
2. Terrace drains shall have a minimum gradient of 2% unless waived by the City Engineer. Terrace drains shall have a minimum depth at the deepest point of no less than one foot and a minimum paved width of at least three feet and shall be designed to accommodate all runoff created by the cut or fill slope as well as any tributary runoff which enters the terrace drain.

5.12.9 DRAINAGE

1. Development or redevelopment projects must incorporate Low Impact Development (LID) Best Management Practices (conforming to the current version of the Alameda County C.3 Stormwater Technical Guidance Manual) or “green infrastructure strategies/mechanisms” shall be implemented within the MCSP to collect, detain, filter, and absorb stormwater drainage/runoff prior to exiting the site. See Chapter 4, Section 17 for additional information.
2. Cut and fill slopes shall be provided with subsurface drainage as necessary for stability and as recommended by the soil engineer or the engineering geologist.
3. All drainage facilities shall be designed to carry storm water runoff to the nearest practicable drainage way approved by the City Engineer and any other appropriate jurisdiction as an acceptable and safe location to deposit such runoff. Erosion of the ground in the area of discharge shall be prevented by installation of non-erosive down drains, energy dissipaters or other devices approved by the City Engineer.
4. Concrete interceptor drains (brow ditches) shall be installed along the top of all cut slopes where the tributary drainage area above the cut slope drains toward the cut slope, unless waived by the City Engineer. The slope gradient for the interceptor drain shall be the same as for terrace drains or as approved by the City Engineer.
5. Storm water runoff shall not be allowed to flow over adjacent property nor cut or fill slopes which are greater than a five to one (5:1) vertical to horizontal ratio, but shall be provided for as follows:
   a. Wherever practicable, each lot shall be graded so that storm water will drain from the backyard through the side yard and front yard directly to the abutting street or toward approved drainage facilities at a gradient of not less than 1%. Wherever practicable, drainage shall not be directed across other lots or over cut or fill slopes
   b. When the provisions in the above subsection are not practicable, as determined by the City Engineer, storm water shall be collected along the top of slopes or at the rear of graded lots by means of paved swales and/or French drains. Paved swales and/or French Drains shall be directed to a vegetated swale or landscaping prior to discharge to the storm drain system. Such drainage shall not be allowed to drain across the surface of sidewalks or parkways. Asphalt concrete may not be used for any drainage device. Down drain ditches shall be a minimum of 18 inches deep
   c. Where slopes are terraced at 30 foot intervals, drainage shall be provided in paved ditches a minimum of 36 inches wide and 12 inches deep. Construction of the ditches shall be as described below and shall be located on the terraces with one side of the ditch two feet from the toe of the slope. Where a terrace is constructed to conform to slope requirements, but is intended to be of a temporary nature, the City Engineer may waive the drainage ditch requirements, if a satisfactory surety bond or other means to guarantee the improvement is posted with the city.

d. Down drains, interceptor drains and terrace drains shall be connected together to collect and transport all storm water runoff entering the drains. They shall be of sufficient depth, as verified by hydraulic calculations, to allow for unimpeded flow when terraces are crossed. Down drains, interceptor drains and terrace drains shall be constructed of Portland cement concrete or air blown mortar. They shall be reinforced with wire mesh and/ or other appropriate concrete reinforcement as determined by the project engineer and approved by the City Engineer. If pipe is used for down drains to transport runoff from terrace ditches, it shall be either reinforced concrete pipe (RCP), plastic pipe (PVC or HDPE) or other pipe material approved by the City Engineer. Anchor lugs or collars may be required by the City Engineer if the pipe slope is equal to or greater than a two to one (2:1) horizontal to vertical ratio. Pipe specifications shall be approved by the City Engineer. Special design features shall be provided for abrupt changes in direction of terrace ditches and down drains

e. The discharge from any down drain, ditch or pipe shall be controlled so as to prevent erosion of the adjacent grounds. Velocities shall be reduced by means of adequately sized aprons of rock, grouted rip-rap, box-type energy dissipaters or other materials approved by the City Engineer.

f. Where the continuous functioning of a drainage facility is essential to the protection and use of more than one lot within the site of a development project, a mutual and reciprocal covenant or deed restriction shall be recorded by the owner of the lots on which the drainage facility is located, imposing on each such lot owner the responsibility for maintaining that portion of the drainage facility located on each lot owner's respective lot.

g. If runoff of stormwater across adjacent property or other lots is unavoidable, an easement(s) may be required.

5.12.10 RETAINING WALLS

1. Retaining walls constructed in connection with grading plans shall be constructed of reinforced concrete, reinforced masonry block, reinforced concrete block and geosynthetic fabric or a combination of the aforementioned materials. Retaining walls constructed in connection with grading plans shall be designed to resist all earth pressures acting upon them, including embankment or structure/vehicle surcharge loads. Retaining walls constructed in connection with grading plans shall be designed by a registered civil or structural engineer and submitted to the Public Works Department and Building Department for review and approval prior to installation. All retaining walls shall be shown on the grading plans, including appropriate structural calculations. Sufficient top of wall (TW) and top of footing (TF) elevations shall be shown on the grading plans to determine the overall height of the retaining wall at various locations.
2. Retaining walls not constructed in connection with grading plans shall be designed by a registered civil engineer or structural engineer and shall be submitted to the Building Department and with appropriate structural calculations for review and approval.
3. See Chapter 8, Section 6 design standards for additional retaining wall standards.

5.12.11 EROSION CONTROL

1. Erosion prevention is to be used as the most important measure for keeping sediment on site during construction. Sediment controls shall be used as a supplement to erosion prevention for keeping sediment on site during construction.
2. The faces of cut and fill slopes and project site shall be prepared and maintained to control against erosion.
3. All sediment shall be contained on-site. Runoff from disturbed areas shall be detained or filtered by berms, swales, ditches, filter strips or other means as necessary to prevent the escape of sediment from the site. Sediment control devices shall be installed prior to or concurrent with the initial grading work and shall be maintained throughout the development process
4. Erosion shall be prevented at locations where runoff is concentrated. Where runoff will be discharged to natural ground or channels, appropriate energy dissipaters shall be installed to prevent erosion at the point of discharge
5. An effective erosion control system shall be employed to control erosion and provide safety. Best management practices (BMPs) from city engineering standard plans and the most current California Stormwater Quality Association Construction BMP Handbook such as the following shall be implemented for development of the MCSP site:
   a. Erosion control
   b. Sediment control
   c. Wind erosion
   d. Tracking control
   e. Non-stormwater management
   f. Waste management and materials
   g. Pollution control
6. Paved streets, sidewalks and other improvements shall be maintained in a neat and clean condition free of loose soil, construction debris and trash. Street sweeping or other equally effective means shall be used on a regular basis to prevent storm flows from carrying sediment and debris outside the project boundaries. Watering shall not be used to clean streets unless the water is fully recovered prior to entering the city storm drain system and disposed of properly into the sanitary sewer system or another approved location.
7. Desilting facilities designed for 25-year storm intensity shall be provided at drainage outlets from the graded site.
8. Slope stabilization must be used on all slopes in preparation for and during rain events regardless of season.
9. City-approved protection for the slopes shall be installed as soon as practicable, which may be prior to rough grade approval. Effective planting shall be installed and fully germinated, and shall effectively cover the required slopes prior to final approval.
10. Erosion control provisions shall consider drainage patterns during the current and future phases of grading throughout the rainy season or major storm events.
11. All removable protective devices shown shall be in place at the end of each working day when the five-day rain probability forecast exceeds 40 percent.
12. Graded areas around the tract perimeter must drain away from the face of slopes at the conclusion of each working day.
13. Vegetation clearing and brushing activities shall not be initiated during the rainy season on any sites which are not adequately protected with desilting basins or other temporary drainage or control measures.
14. Erosion control plans shall consider preservation of natural hydrologic features, riparian buffers and corridors, and clearly indicate the areas not to be disturbed.
15. All erosion control systems required to retain sediment on-site and to safely discharge any accelerated runoff generated by the associated development project shall be installed during the initial construction phase of the development project.
16. All removable protective devices shall be in place at the end of each working day when the five day rain probability forecast exceeds 40%. The forecast shall be as determined by the National Weather Service.
17. Erosion control systems shall be serviced and maintained to provide continuous capacity and to adequately function as designed. After precipitation exceeding one-quarter inch in any 12-hour period, or upon direction of the City Engineer, silt and debris shall be removed from check dams and desilting basins and the basins pumped dry and otherwise restored to the original design condition.

06

BUILDING DESIGN

06 BUILDING DESIGN

6.1 PURPOSE

- To mediate the scale, massing, and bulk of multifamily buildings to reflect a human scale, enhance the pedestrian experience, and respond to a building's context through refined building features, materials, and façade articulation.
- To create cohesive and well-crafted building façades with variations in design, materials, and textures.
- To provide visual interest to pedestrians, incorporate lasting sustainable design elements, and promote a sense of community.

6.2 OBJECTIVES

- Define a set of development requirements that will aid in the design of properly scaled and articulated buildings that enhance existing development within the context of Moraga Canyon.
- Achieve General Plan Design and Preservation Element goals.

6.3 BUILDING HEIGHT

The maximum allowed height of any building within the MCSP is 60' such as five 12' habitable floors above subterranean parking garage. Building height is defined as the vertical distance measured from the average ground level covered by the footprint of the building to the highest point of the roof edge, penthouse, mechanical equipment, or parapet wall. "Building Height" is not measured to the highest point of communications equipment.

antenna.

6.4 MASSING

INTENT

- Utilization of building modulation, roof forms typical of a building's architectural style, and projections will help to create attractive 4-sided architecture.
- Ensure that the tops of buildings are designed with architectural interest, and to reduce the bulk of buildings as they meet the sky.

MASSING STRATEGIES (6.4.1-6.4.3)

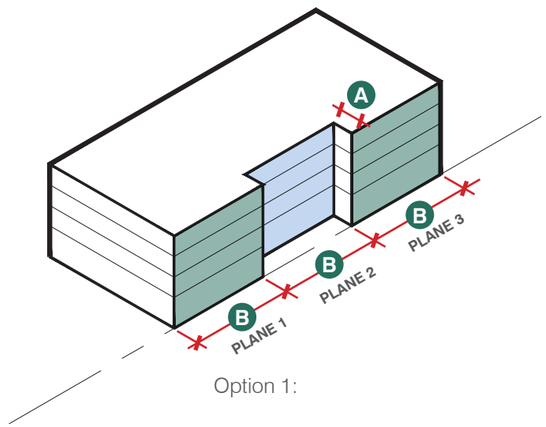
MASSING STRATEGIES	
BUILDING LENGTH	MIN. REQUIRED STRATEGIES
< 150'	2
≥150'	3

TABLE 6.1: MASSING STRATEGIES TABLE

Buildings shall employ the following massing strategies of building modulation, roof form or projections per the table below:

6.4.1 BUILDING MODULATION

1. Building elevations that are longer than 30' wide shall be articulated in one of the following three ways which may consist of larger elevation plane changes, insets, bays, notches or protrusions.



Option 1:

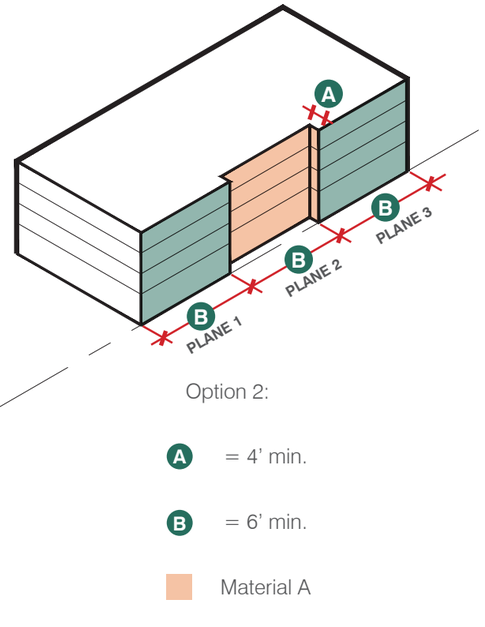
A = 6' min.

B =8' min.

FIGURE 6.1: PLANE CHANGE OPTION 1 DIAGRAM

a. **Plane Change Option 1** Provide a minimum one (1) horizontal change in plane for every 30' of building elevation. The change in plane must be minimum 4' deep and 6' wide, and must be open to the sky; or

b. **Plane Change Option 2** Applicable to Canyon Contemporary and Suburban Traditional only.



Option 2:

A = 4' min.

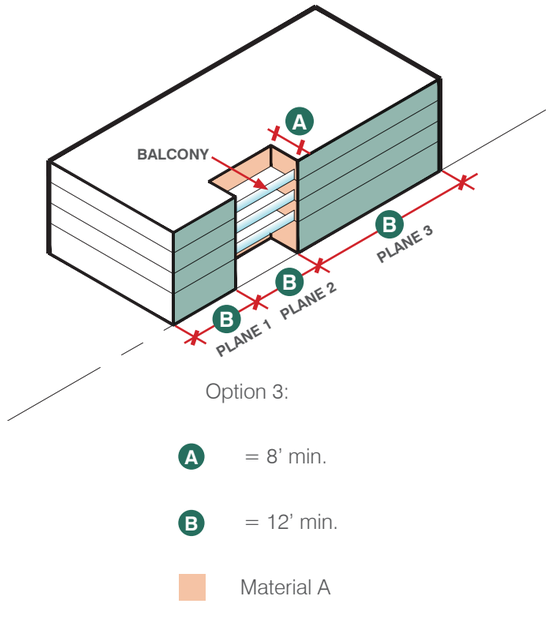
B = 6' min.

Material A

Material B

FIGURE 6.2: PLANE CHANGE OPTION 2 DIAGRAM

Provide a minimum one (1) horizontal change in plane for every 30' of building elevation. The change in plane must be min. 4'deep and 6' wide, and be combined with a change in material. Material change shall be a minimum of 3/4 of the building's height; or



Option 3:

A = 8' min.

B = 12' min.

Material A

Material B

FIGURE 6.3: PLANE CHANGE OPTION 3 DIAGRAM

c. **Plane Change Option 3** Provide a minimum one (1) horizontal change in plane at an interval of 50' or less. The change in plane must be min. 8' deep and 12' wide, and be combined with a change in material. Change in plane may act as balconies, as long as the railing is at least 50% transparent.

2. Building elevations that are less than 30' wide are not required to have a change in plane incorporated into their design.
3. Projections from the building face including balconies, awnings, signs, and decorative elements are not considered to be changes in plane.

6.4.2 ROOF FORM

1. Buildings shall be designed with variation in roof form. The number of required roof form shall be calculated at a ratio of at least one individual roof form variations for every 30' on all building frontages. Standards for variation in roof form will apply to all frontages.
   a. A change in roof form must be combined with a change in height of at least 8', a horizontal change in plane of at least 4', or a change in roof pitch of greater than 25 degrees. Changes in roof form shall not exceed allowed building heights.
   b. Smaller roof forms that cover enclosed space (such as dormers and bay windows) count as individual roof forms if they are at least 36 sf in horizontal surface area. Bay windows located on a wall below another roof form will not count as individual roof forms regardless of size.
   c. Unenclosed space (such as balconies, terraces, porticos, and belfries) count as individual roof forms if they are at least 80 sf in horizontal area.
   d. For the purposes of calculating the number of required individual roof form variations on a building, each increment of 30' of building frontage requires an additional roof form, counted by rounding up to the next whole number. For example, a frontage of 31' would be required to provide two roof forms. However, there is no maximum dimension for any one roof form, nor are roofs required to be designed in 30' increments.
2. Combining Roof Form Variations
   a. The required number of roof forms may intersect to create more complex roof forms or may be organized in a hierarchy.
   b. Roof forms may be repeated, as with a flat roof that steps up or down.
   c. Where two or more forms intersect or combine to create more complex forms, each is counted as an individual roof form. For example, two hipped forms may intersect to create a hip and valley form, which would count as two roof forms.
   d. Where two or more roof forms are organized in a hierarchy, each is counted as an individual roof form. For example, the dominant roof form may be a hipped roof, which has two dormers with open gable roofs, which would count as three roof forms. Another example is a flat roof on a building that has two bay windows with flat roofs, each at least 80 sf in horizontal surface area.
   e. For flat roofs and flat roofs with decorative parapets, changes in roofline for buildings of two stories or less must be accompanied by a min 4' change in height relative to the adjacent roof form. For buildings that are three stories or taller, the minimum change in height shall be 8'. This change in height shall be measured to the top of the parapet, where present. Changes in roof form shall not exceed allowed building heights.

THREE INTERSECTING ROOF FORMS

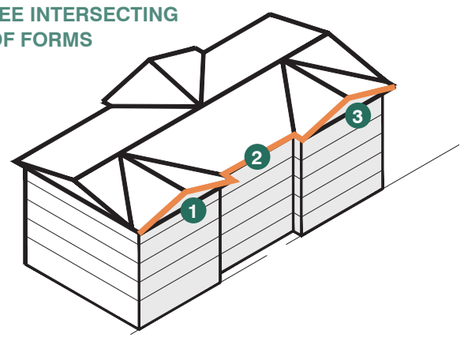


FIGURE 6.4: ROOF FORMS COMBINATIONS & QUANTITIES DIAGRAM 1

THREE HIERARCHICAL ROOF FORMS

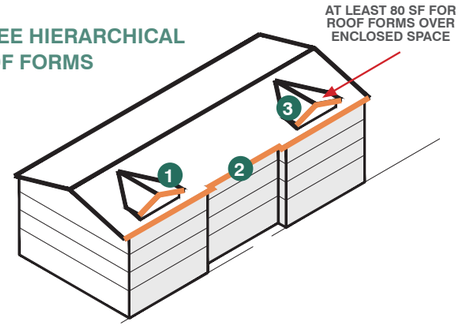


FIGURE 6.5: ROOF FORMS COMBINATIONS & QUANTITIES DIAGRAM 2

FOUR HIERARCHICAL ROOF FORMS

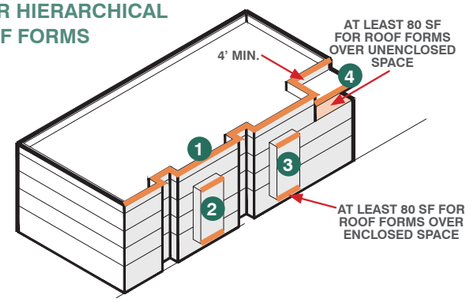


FIGURE 6.6: ROOF FORMS COMBINATIONS & QUANTITIES DIAGRAM 3

FOUR REPEATED ROOF FORMS

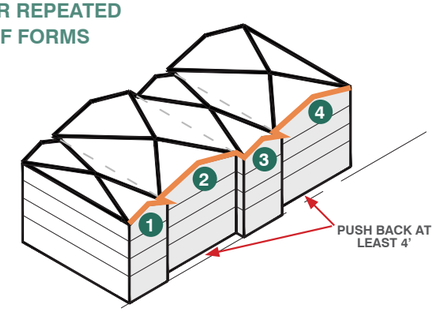


FIGURE 6.7: ROOF FORMS COMBINATIONS & QUANTITIES DIAGRAM 4

6.4.3 BUILDING PROJECTIONS

Buildings shall use one (1) or more of the following projections:

1. Porches (See Building Entrance Typologies)
2. Balconies
   a. Balconies and decks shall not project more than 6' from the façade and may not project into required setbacks or over public right-of-way..
   b. The distance between supporting columns, piers, or posts on balconies shall not exceed their height.
3. Trellises, Pergolas, or Canopies
   a. For buildings with ground floor recreation uses, Canopy or trellis shall be provided over each window, located within the individual structural bays, unless the windows are already recessed from the exterior wall plane min 18" or more.
   b. Trellis and canopies shall not project more than 6' from the façade.
   c. The height of all trellises or canopies above the sidewalk shall be consistent, with a minimum clearance of 8' provided between the bottom of the valance and the sidewalk. Valances shall not exceed 18" in width.
   d. If used, lighting for trellises or canopies shall be from fixtures located within the trellis or canopy structure. Backlighting of transparent or translucent awnings is not allowed.
   e. Canvas awning or canopies are not permitted per WUI standards.

06

6.5 STEPBACKS

A building stepback is an architectural design element that is typically applied to the upper-story of a development. Typically, a stepback requires that any portion of a building above a certain height is further pushed-in towards the center of the property.

1. Stepbacks shall be incorporated to reduce the scale of the building while exposing and emphasizing the ground-level elements of the structure.

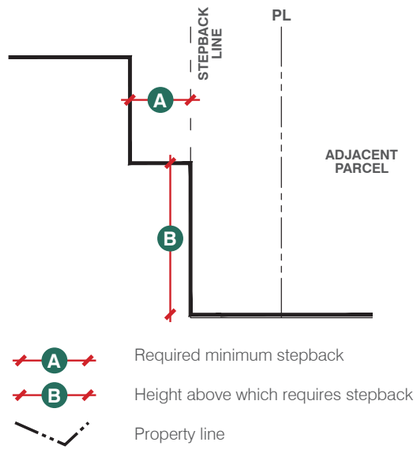


FIGURE 6.8: STEPBACKS SECTION

STEPBACKS	
Height above which requires stepback	Above 4 stories of residential units
Required Depth (min.)[1]	10 ft.
Min. frontage to be stepped back	50%

TABLE 6.2: STEPBACKS TABLE

[1] Measured from the minimum setback line

6.6 ALLOWABLE PROJECTIONS

Specified building elements may project beyond the Façade Plane into setbacks in accordance with the following table.

ALLOWABLE PROJECTIONS INTO SETBACKS		
SETBACK	PROJECTION TYPE	PROJECTION (MAX. FT.)
Front	Roof overhangs	3
	Wing Walls	3
	Minor Arch. Features	3
Rear	Roof overhangs	3
	Wing Walls	3
	Minor Arch. Features	3
Side	Roof overhangs	3
	Wing Walls	2
	Minor Arch. Features	2

TABLE 6.3: ALLOWABLE PROJECTIONS TABLE

6.7 END UNITS

Any building with the Primary Façade and building entry facing a street, playfield or park, or pathway perpendicular to a public street right-of-way, private street, or publicly accessible pathway shall meet the following standards:

1. The end unit of a building façade shall have a fenestration area greater than 20% of the façade surface area.
2. The end unit of a building façade shall have at least one architectural projection that projects a minimum of eighteen 4' from the street facing façade (example: bay windows, a chimney shown on the exterior of the house) with a minimum width of 6'.
3. Ground floor parking may not exceed 25 linear feet of an end unit's ground floor façade.

6.8 OPENINGS ALIGNMENT

Windows and/or doors facing each other and located within 40 feet of each other shall not directly align with one another.

06

6.9 NOISE & ODOR ATTENUATION

6.9.1 NOISE ATTENUATION

Walls, partitions, and floor-ceiling assemblies separating dwelling units from each other and from public or service areas shall have a Sound Transmission Class (STC) of not less than 50, tested in accordance with American Society for Testing and Materials (ASTM) E90 test method, in accordance with CA Building Code of Regulations (Title 24, Part 2, Volume 1, Section 1206), or similar noise attenuation classification as approved by the Building Official.

To achieve the ASTM E90 tested minimum rating of 50 STC, any combination of the following methods and materials may be used:

- Fiberglass insulation
- Mineral wool insulation
- Acoustic panels/tiles
- Concrete floor-ceiling assemblies
- Metal floor-ceiling assemblies

6.9.2 ODOR ATTENUATION

New residential construction shall mitigate air leakage between dwelling units, in accordance with the California Energy Code of Regulations (Title 24, Part 6, Section 110.7) by sealing all joints, penetrations and other openings (that are potential sources of air leakage) in walls, ceilings, and floors, using any combination of the following methods:

- Caulking
- Gaskets
- Weather-stripping
- Foam
- Similar methods as approved by the Building Official

6.10 ARTICULATIONS

INTENT

- Provide articulation features on elevations facing a street or a pedestrian-oriented space (e.g., a park, common open space, or pedestrian pathway).

Façades shall incorporate at least three (3) of the following features, consistent in design style, which provide articulation and design interest:

6.10.1 TEXTURE OR MATERIAL

All exterior walls shall have a minimum of two (2) unique wall finish materials or textures provided they are consistent with the overall architectural style of the building.

6.10.2 BUILDING BASE

Material change shall extend beyond the building base to a minimum of 3/4 of the overall building height.

6.10.3 RAILINGS

Railings shall consist of a uniform design pattern and be constructed from stucco, wood, metal, or stone. Railing shall be a minimum of 50% opaque and provide screening. Glass railings are not permitted. Railings shall occur at all balconies.

6.10.4 TRIM

Decorative trim elements adding depth, detail and articulation include the following:

- Door surrounds with at least a two-inch depth
- Decorative eave detailing
- Belt courses
- Fascia Boards
- Soffits
- Cornices
- Gable Ends
- Dormer Trim
- Eave Trim
- Architectural Moldings, etc.

Decorative trim shall be applied to buildings only when consistent with architectural style. Trim to be applied to a minimum of 80% of the building exterior.

6.10.5 DECORATIVE WINDOWS

Acceptable decorative window elements include the following:

- Lintels
- Shutters
- Window casing
- Sills
- Mullions
- Architraves
- Window boxes, etc.

Decorative window elements shall be applied to buildings only when consistent with architectural style. Elements shall be applied to all windows.

6.10.6 ROOF OVERHANGS

Roof overhangs at least 18” deep and a minimum of 2’ depth for buildings greater than 4 stories.

6.11 FAÇADE DESIGN

INTENT

- To create cohesive and well-crafted building façades with human-scaled details that provide visual interest to pedestrians, incorporate passive green design elements, and promote high-quality design.
- Encourage architectural elements that contribute to a building’s character, aid in climate control, and enhance pedestrian scale.
- Encourage complementary architectural detailing.

06

6.11.1 FAÇADE COMPOSITION

1. Each building façade greater or equal than 80’ in length shall include a minimum of two (2) distinct façade compositions. For every additional 50’ of building façade, an additional 1 distinct façade composition is required.

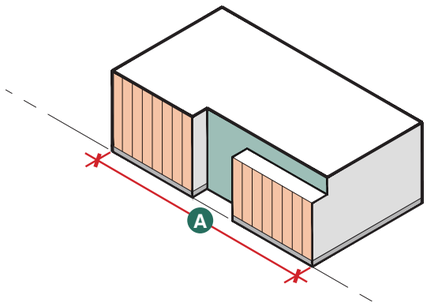


FIGURE 6.9: FAÇADE COMPOSITION DIAGRAM 1

2. Each distinct façade composition shall have a total combined façade area greater than 20% of the overall façade area.

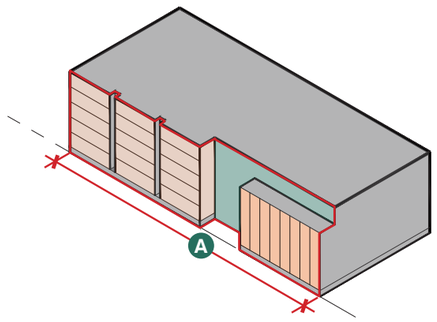


FIGURE 6.10: FAÇADE COMPOSITION DIAGRAM 2

6.11.2 BASE/MIDDLE/TOP

1. Buildings three stories or taller with a building length greater than 50’ shall be designed to differentiate a defined base or ground floor, a middle or body, and a top, cornice, or parapet cap. This standard applies to all exterior facing façades.
2. Base. A building’s base shall be defined or differentiated from the middle/body by using one (1) of the following techniques:
   a. Have a distinct façade composition between the base floor(s) and middle/body floors
   b. Course band or cornice between the base floor(s) and middle/body floors that:
      - Is a different color and dimension from the middle/body floors
      - Has a minimum width of 12” and a minimum reveal of 4”
   c. Floor-to-floor height of the ground floor shall have a increase of a minimum 2 feet greater than middle/body floor-to-floor heights.
3. A building’s top floor level shall be defined or differentiated from the middle/body by using two (2) or more of the following techniques:
   a. Have a distinct façade composition from the middle/body floors to the top floor(s)
   b. Course band or cornice between the middle and top floor(s) that include:
      - A change in color and dimension from the façade
      - A minimum width of 12” and a minimum reveal of four 4”

FIGURE 6.11: COURSE BAND DIAGRAM

06

6.12 BUILDING ENTRANCE TYPOLOGIES

INTENT

- To set standards to create visual interest and placemaking through a building's relationship to the public realm.

6.12.1 ENTRANCE TYPES

1. Primary building entrances for all residential buildings shall face a public sidewalk or publicly accessible pathway.
2. The following list identifies the types of pedestrian entrance frontages that shall be applied to buildings:
    - Porch
    - Dooryard
    - Uncovered porch or stoop
    - Residential ground floor patio
    - Residential accessory use

6.12.1.1 PORCH

In the case of the Porch entrance type, the main façade of the building has a small-to-medium setback from the frontage line. The resulting front yard is typically small and can be defined by a wall or fence to spatially maintain the edge of the street. The engaged porch, where two adjacent sides of the porch are attached to the building, has only two sides open and a roof. The typical porch design standard, where it projects from a building face, shall be open on three sides and have a roof. Porches shall meet the following minimum dimensions:

ENTRANCES: PORCH SIZE		
		MIN. (FT)
Width	A	8
Depth	B	6
Height	C	8
Finish level above sidewalk	D	18”
Path of Travel		3’ WIDE

TABLE 6.4: BUILDING ENTRANCES: PORCH TABLE

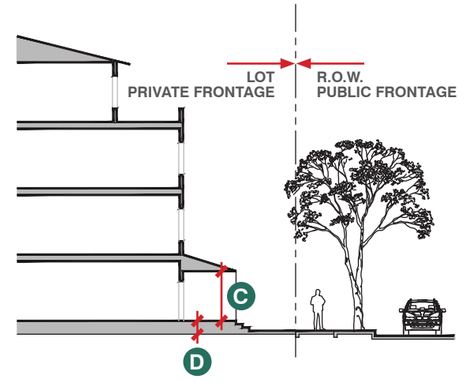


FIGURE 6.12: PORCH FRONTAGE SECTION

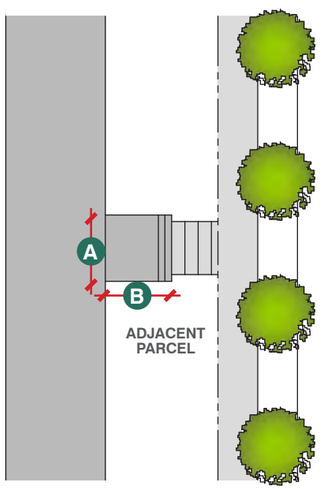


FIGURE 6.13: PORCH FRONTAGE PLAN DIAGRAM

06

6.12.1.2 DOORYARD

In the case of the Dooryard entrance type, the main façade of the building is set back a small distance and the frontage line is defined by a low wall or hedge, creating a small courtyard. The dooryard shall not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and is intended for ground-floor residential development.

In case of conflict between them, the Dooryard Frontage Type standards shall prevail. Dooryards shall meet the following minimum dimensions:

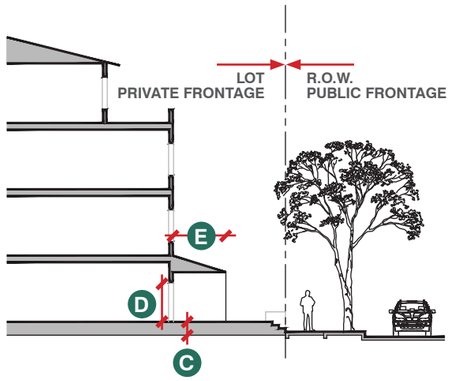


FIGURE 6.14: DOORYARD FRONTAGE SECTION

ENTRANCES: DOORYARD SIZE		
		DISTANCE
Depth	A	6’ MIN.
Length	B	50’ MIN.
Finish level above sidewalk	C	18” MIN. / 3.5’ MAX.
Clear height	C	8’ MAX.
Overhead Projection Depth	E	6’ MAX.
Path of Travel	F	4’ WIDE (MIN.) / 10’ MAX.

TABLE 6.5: BUILDING ENTRANCES: DOORYARD TABLE

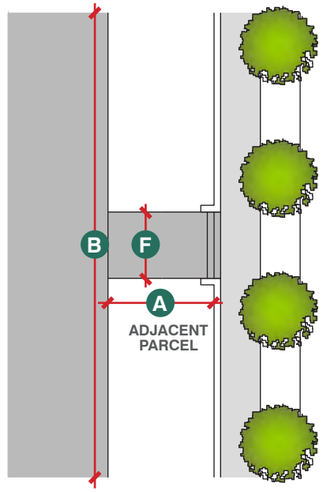


FIGURE 6.15: DOORYARD FRONTAGE PLAN DIAGRAM

6.12.1.3 UNCOVERED PORCH OR STOOP

In the case of the uncovered porch or stoop entrance type, the main façade of the building is near the frontage line , the entrance is set within a recess in the building wall, and the elevated stoop engages the sidewalk. The stoop shall be elevated above the sidewalk to ensure privacy within the building. Stairs or ramps from the stoop may lead directly to the sidewalk or may be side-loaded. This Type is appropriate for residential uses with small setbacks Stairs may be perpendicular or parallel to the building façade. Ramps shall be parallel to façade or along the side of the building. The entry doors are covered or recessed to provide shelter from the elements. Stoops shall meet the following minimum dimensions:

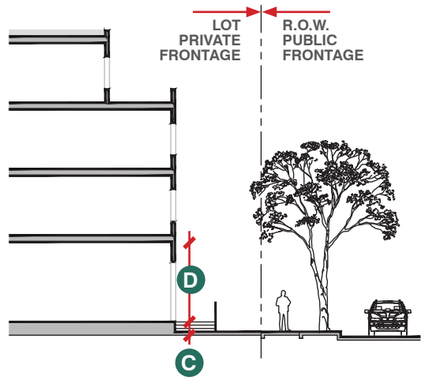


FIGURE 6.16: STOOP FRONTAGE SECTION

ENTRANCES: STOOP SIZE		
		DISTANCE
Width	A	5 MIN. / 8 MAX.
Depth	B	5 MIN. / 8 MAX.
Finish level above sidewalk	C	1.5 MIN.
Entry clear height	D	8 MIN.
Entry recession		6” MIN. / 6’ MAX.

TABLE 6.6: BUILDING ENTRANCES: STOOP TABLE

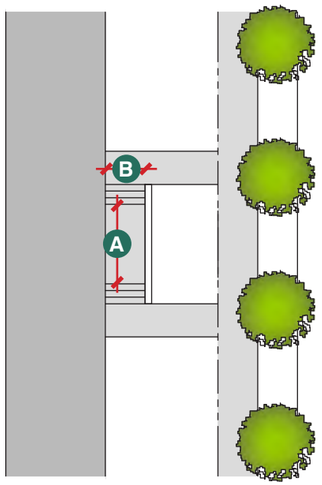


FIGURE 6.17: PORCH FRONTAGE PLAN DIAGRAM

06

6.12.1.4 RESIDENTIAL GROUND FLOOR PATIO

In the Residential Ground floor Patio entrance type, a residential private patio extends from the ground floor residential unit. This type will be found only adjacent to a ground floor residential unit. A door to access the patio will be found linking the patio to the interior space of the unit and it may include an awning to provide shade or be covered from a second floor unit's balcony/deck. There may be access into the patio via gate from adjacent sidewalk or garden space.

Patios shall adhere to private open space standards found in Chapter 5.7. Walls or fencing separating the ground floor patio private open space from adjacent public open space shall adhere to standards found in Section 7.6 Walls & Fencing.

ENTRANCES: RESIDENTIAL GROUND FLOOR PATIO SIZE		
		MIN. (FT)
Depth	A	8 OR GREATER SETBACK
Height, Clear	B	8.5

TABLE 6.7: BUILDING ENTRANCES: RESIDENTIAL GROUND FLOOR PATIO SIZE TABLE

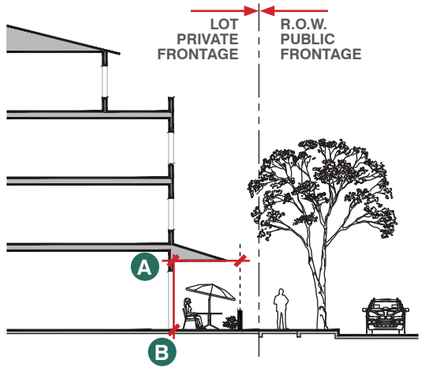


FIGURE 6.18: PATIO FRONTAGE SECTION

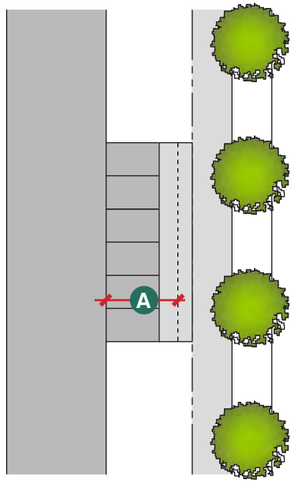


FIGURE 6.19: PATIO PLAN DIAGRAM

6.12.1.5 RESIDENTIAL ACCESSORY USE

Uses at the ground floor of this entrance type will vary per development, but may include a common use gym, meeting space/conference room, administrative office, social services, laundry, leasing center, indoor playroom, or other community related use. This entrance type is intended for residential accessory use only. The amount of glazing at the sidewalk level will be dependent on the use within. It may include a roof covering to provide shade or be covered from a second floor unit's balcony/deck.

Residential accessory use shall have reflective glass frosting or dark tinting due to the private nature of the accessory use. Glass clerestory may be of a character to allow light, while moderating it such as stained glass, glass block, painted glass, or frosted glass. Accordion-style doors/windows or other operable windows that allow the space to open to the setback street are allowed for uses such as a gym where maximum airflow is preferred. Operable windows are encouraged.

ENTRANCES: RESIDENTIAL ACCESSORY USE		
		MIN. (FT)
Distance from R.O.W.	A	PER SETBACK
Height, Clear	B	8'
Width	C	10'

TABLE 6.8: BUILDING ENTRANCES: RESIDENTIAL ACCESSORY USE TABLE

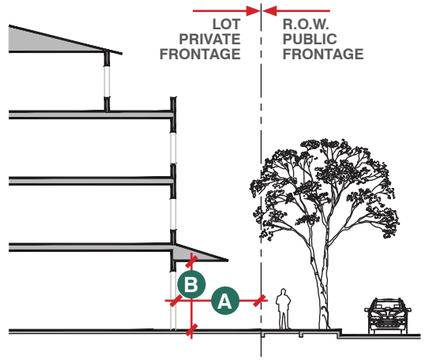


FIGURE 6.20: RESIDENTIAL ACCESSORY USE FRONTAGE SECTION

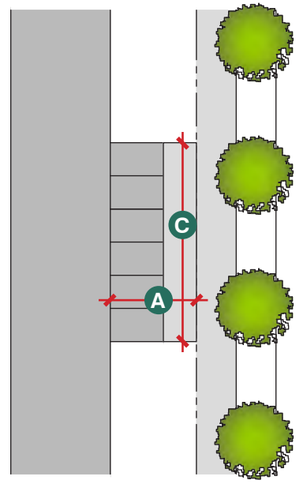


FIGURE 6.21: RESIDENTIAL ACCESSORY USE PLAN DIAGRAM

06

6.12.2 ENTRIES , LOCATION

For multifamily residential buildings with up to 8 units and not exceeding 40' in width, the Primary Building Entry may be located on the side of the building not facing the public right-of-way if a publicly accessible pedestrian pathway connects directly to a courtyard or front porch with a minimum dimension of 6'.

6.12.3 GROUND FLOOR FINISH FLOOR ELEVATION

The ground floor finish floor elevation must be minimum 18" above sidewalk elevation. However, the ground floor interior lobby serving 55% or more of multifamily residential units may be a min 6 inches above sidewalk elevation.

6.12.4 UPPER FLOOR ENTRANCES

Exterior stairs to entrances to upper floor units above the second floor are not permitted.

6.12.5 ADA ACCESSIBILITY

All pedestrian pathways from the public right-of-way to the primary building entrance(s) must comply with ADA accessibility requirements.

6.13 UTILITIES, SERVICE AREAS & BUILDING EQUIPMENT

INTENT

- To locate and integrate utilities and service areas into building and landscape design in order to minimize impact on the pedestrian experience.

6.13.1 SERVICE AREAS, STORAGE, UTILITIES & EQUIPMENT

Utilities shall be placed in underground or subsurface conduits unless otherwise prohibited by the City of Piedmont or utility company.

6.13.2 LOCATION OF SERVICE AREAS, STORAGE, UTILITIES & EQUIPMENT

1. All above-ground utilities and equipment (e.g., electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), service areas, and storage areas shall be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties by following the standards below:
   a. Utilities and equipment, service, storage, and non-passenger loading areas shall be located inside buildings or on façades other than the Primary Building Frontage, along alleys, parking areas, and/or at the rear or side of building.
   b. Utilities and equipment, service, storage, and non-passenger loading areas shall be consolidated in a single area unless prohibited. They shall not be located within minimum setback areas, within 25' of open space areas, within the public right-of-way, and/or within 25' of a street corner.
   c. Backflow preventors shall be located within landscaped setback areas or greater distance from public right-of-way and painted black or dark brown to minimize visual impact.
   d. Utilities and ground transformers/meters, mechanical equipment, service, storage, and non-passenger loading areas shall be screened from Public R.O.W
2. All above-ground utilities and equipment (e.g., electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), service areas and storage areas shall be plotted and identified on project plans submitted for conceptual review..

6.13.2.1 SERVICE, STORAGE, UTILITY & EQUIPMENT SCREENING

1. All service and storage areas, utilities, and equipment not housed inside buildings shall meet the following screening standards:
   a. Screening shall be a minimum 3" higher than the height of the equipment to be screened.
   b. Screening shall be made of a primary exterior finish material used on other portions of the building such as architectural grade masonry, metal, or other façade surface finish that complies with the standards identified in this chapter.
   c. Landscape screening shall be used to mitigate the enclosed structure. Plantable space shall be a minimum of 36" wide around the enclosure.

6.13.2.2 LOCATION AND SCREENING OF ROOFTOP EQUIPMENT

1. Roof-mounted equipment and screening of roof-mounted equipment greater than 2' in height shall be stepped back from top of parapet a minimum of 10' from the parapet or roof edge, not including solar panels, wind generators, or green roof features.
2. Roof-mounted equipment greater in height than 2' or greater than the parapet wall shall be screened to a height equal to the height of the equipment, not including solar panels, wind generators, or green roof features.
3. Rooftop solar panels shall have a low-profile, flush-mounted design, with a maximum of 6-inch gap between the solar panel and the roof material unless the roof is flat. If solar panels are mounted on a flat roof and are tilted or angled to maximize solar energy production, building parapets or other architectural elements shall provide screening from view from the public right-of-way. Screening shall be architecturally continuous with the building in color, material, and trim cap detail.

6.13.2.3 VENTS/HVAC

1. Wall vents shall be of equal width or centered on window, or wall vents shall be of same color as surrounding façade.
2. All supply, exhaust and venting plumbing, conduits, and flues shall be concealed within the walls of a building.

6.13.3 WASTE REMOVAL

This section applies to solid waste removal, which includes refuse, organic waste and recycling areas not accessible to the public, and which are used exclusively by the tenants/owners of the development site. In addition to these standards, all development shall meet City of Piedmont trash & recycling services standards.

6.13.3.1 LOCATION

1. Refuse, organic waste and recycling collection areas shall be located together inside of buildings or inside of enclosures located along alleys or in parking areas at the rear or side of buildings. Collection areas are prohibited within any required front yard, street yard, or street side yard, any required parking spaces, and required landscape and open space areas. Refuse, organic waste, and recycling containers shall not be visible from a public street, private street, or pedestrian pathway that has Primary Building Frontages.
2. The location of enclosures shall not conflict with circulation or parking conditions on site. A clear pathway with a minimum width of 3' shall be provided for resident access to enclosure.

3. Refuse collection areas to the extent feasible shall be located as far as possible from the residential buildings and open space areas or located within the building and serviced by corresponding chutes for recycling, compost, and household trash.

6.13.3.2 TRASH SEPARATION

1. Each refuse collection chute and enclosure shall provide separation within the chutes and/or enclosure receptacles so that landfill, recycling, and compost refuse will be deposited separately.

6.13.3.3 EXTERIOR TRASH AND RECYCLING ENCLOSURES

1. Exterior collection areas must be within an enclosure that meets the following standards:
    a. When trash enclosures, loading docks, utility equipment and similar uses are visible from a side street or neighboring property, they shall be screened using matching materials and/or landscaping with the primary building and surrounding landscaping.
    b. Enclosures shall be designed to include a concrete slab base that extends to the limits of the exterior on the sides and rear and extends beyond the service gates equal to the enclosure depth.
    c. Resident's access to the trash and recycling enclosure(s) shall be by a separate path from the one used to access the primary building entrance from the public right-of-way.
    d. Enclosures shall be constructed of a primary exterior finish material used on other portions of the building.
    e. Gates shall be solid metal painted to match the metal detail of the building. Any openings in the body of the gate should be no more than 4" apart.
    f. Concrete curbs, bollards or wheel stops shall be installed or constructed inside the enclosure to prevent bins from damaging the enclosure.
    g. All enclosures shall be mitigated with a 36" minimum landscape zone around the enclosure with a 60" high min. hedge to hide the enclosure.
    h. The proposed trash enclosure shall be sized to accommodate an organics recycling bin, as required by State Senate Bill 1383 and State Assembly Bill 1826.
    i. All trash bin enclosures shall conform to City of Piedmont approved covered trash enclosure detail required by the disposal contractor.

6.13.4 MAIL DELIVERY

1. All projects shall meet current U.S.P.S. mailbox and delivery standards.
2. Mailbox(es) within a single multifamily or mixed-use building shall be located within shared lobbies. If a shared lobby is not provided, mailboxes shall be aggregated and located adjacent to a primary pedestrian pathway.
    a. Mailbox(es) shall not be located such that resident access is from a public street or public sidewalk adjoining a public street.

PIEDMONT PLANNING COMMISSION

Regular Meeting Minutes for Monday, August 12, 2024

A Regular Session of the Piedmont Planning Commission was held on Monday, August 12, 2024, both in person and via ZOOM teleconference, in accordance with Government Code Section 54953. The agenda for this meeting was posted for public inspection on July 29, 2024, in accordance with the General Code Section 54954.2 (a).

CALL TO ORDER

Chair Zucker called the meeting to order at 5:30 p.m.
Dinner Break was at 7:27 p.m. through 7:57 p.m.

ROLL CALL

Present: Commissioners Rani Batra, Aradhana Jajodia, Julie Ortiz, Wayne Rowland, and Justin Zucker

Early Departure: Commissioner Batra departed the meeting at 7:27 p.m.

Staff: Planning & Building Director Kevin Jackson, Senior Planner Pierce Macdonald, Associate Planner Gopika Nair, Associate Planner Steven Lizzarago, Assistant Planner Joshua Muller, and Administrative Assistant Mark Enea

Director Jackson stated that Commissioner Chris Harvey resigned his position, and,City Council will consider other applicants to appoint for an alternate Planning Commissioner position, on August 19, 2024.

PUBLIC FORUM

Public testimony was received from:

Ralph Catalano stated he resides at 128 Alta Avenue and that it is important for people living in Moraga Canyon to know the process of deciding if an application would be requested for development on either side of the Canyon. He would appreciate an update on Measure A-1 funds, the siting of housing, and general information on the Moraga Canyon Specific Plan.

REGULAR SESSION

The Commission considered the following items of regular business:

APPROVAL OF MINUTES

Resolution 18-PL-24
RESOLVED, that the Planning Commission approves as presented its meeting minutes of the July 8, 2024, regular meeting, of the Planning Commission.
Moved by Jajodia, Seconded by Batra
Ayes: Batra, Jajodia, Ortiz, Rowland
Noes: None
Absent: None
Abstain: Zucker

REGULAR CALENDAR

The Commission considered the following items as part of Regular Calendar:

Informational Report and Study Session Introducing Approaches and Design Standards Chapter for Preparation of the Draft Moraga Canyon Specific Plan

Director Jackson introduced the study session topics as the proposed design approaches, standards, and architectural types for inclusion in the draft Moraga Canyon Specific Plan that will guide future residential development.

Andrew Watkins representing the consulting team for JZMK Partners, presented information on the Moraga Canyon Specific Plan including project background, Specific Plan document review, and architectural style review.

The City Council adopted the 6th Cycle Housing Element (Housing Element) and HCD certified the Housing Element Program 1.L of the Housing Element is the Moraga Canyon Specific Plan study to accommodate 132 up to 199 new housing units. It includes recreational

uses, and the Public Works Corporation Yard Affordable housing development is expected to secure Alameda County Measure A-1 (2016) funding.

A "Specific Plan" is a comprehensive, action-oriented planning and zoning document for a defined geographic area. Specific Plans bridge the gap between the general policy-oriented language of a city's "General Plan" by providing detailed criteria to the development of specific sites.

The project is studying all City-owned land in Moraga Canyon, including Blair Park Open Space, Coaches Field, Kennedy Skate Park, and the City's Public Works Corporation Yard with the end goal of creating a detailed plan for how to:

- Incorporate 132 up to 199 units of new housing, 60 of which would be reserved for households with lower incomes;
- Maintain, replace and improve existing City facilities (Corp Yard), open space, and recreational amenities; and
- Improve traffic as well as pedestrian, bicycle, and wildfire safety.

The presentation outlined the contents of the chapters of the draft Moraga Canyon Specific Plan, scheduled to be released this fall. In draft Chapter 7, there are three recommended architectural styles: Mediterranean, Canyon Contemporary, and Suburban Traditional. The presentation focused on the contents of draft Chapter 7.

Each of the design approaches are expected to result in four to six-story multifamily residential buildings over podiums. The draft architectural design styles and standards for the MCSP have been developed to achieve the following goals:

- Provide flexibility in architectural design while describing the City's preferences for future development.
- Ensure highest-quality building forms and materials.
- Provide architectural standards that integrate the building design, access, and site improvements for both market-rate and affordable multifamily housing developments.
- Build with the existing topography of Moraga Canyon and encourage the siting of future development to reduce required grading activities and retaining walls.
- Ensure landscaped open spaces to screen and soften future four-to-six-story multifamily buildings.

The presentation posed the following topics for the Planning Commissions discussion: Are these the right architectural styles? Have we included the appropriate specificity? Are we addressing the right goals for the City?

The presentation concluded with the next steps including the release of public review draft of Moraga Canyon Specific Plan, and the completion of environmental review pursuant to CEQA. During late 2024 and early 2025, there will be public hearings by the Planning Commission and City Council.

Commissioners discussed scale and massing, architectural details such as standards in the Mediterranean style for rafter tails, eaves, and arches, material palettes such as the Canyon Contemporary style rustic materials vs. refined, provisions for glare reduction, consideration for window style and expanses of glazing, bird safe glazing, energy and sustainability, and optionality vs. required.

In response to Commissioners questions, the consulting team stated the building siting and massing design standards will be addressed in draft Chapter 5. For the Mediterranean style, the rafter tails should not extend past the eaves. Not all arches are arched windows, some are

openings and can be arched. For the Canyon Contemporary style, there is some flexibility with rustic combined with contemporary materials and details. There are potential issues for glare, but the development would sit lower than most surrounding residences. The consulting team will research designs to reduce birds striking windows. The development will follow California Green Building Standards which provide energy efficiency and sustainability. Stormwater standards will be addressed in the infrastructure section.

Public testimony was received from:

Irene Cheng stated style is not as consequential as we think. The core design issues that impact health, safety, and welfare include scale, massing, light, air, parking, and circulation. The focus on design details has not considered cost and feasibility. Conversations should be held with affordable housing developers to know if the overload of requirements are going to be the factor of a development penciling out or not. Attention on the requirements is needed to know if any of them exceed the requirements of best practices in affordable housing design.

Marjorie Blackwell asked which side of the canyon the City has decided to build the housing on? Thousands of birds are killed every year by hitting windows, and the glazing is critical.

Kris Reed stated she has a concern with open balconies where you can see residents' unattractive stored items.

During the Commission's discussion of the information provided, Commissioner Batra asked how the issue of construction cost is being addressed. Chair Zucker stated that in order to achieve objectivity you need specificity. If you don't have specificity, you don't have objectivity, then there isn't anything to enforce. In the objective design standards, projects can be done objectively or there can be a design review. He asked if a developer can seek discretionary review if the developer wants a style other than the three architectural styles.

Director Jackson stated how the plan reduces costs by providing objective design standards in the ministerial process so the developer knows before submitting an application the kind of design that can gain approval. He also stated that the Specific Plan is an extension of the General Plan, and an amendment may be necessary to vary from it. A discretionary permit may not be available.

Commissioner Jajodia stated that Concept 1 and 3 are being considered. Director Jackson stated that the two options being considered are housing on the south side of Moraga Avenue, and the housing on the north side of Moraga Avenue in the area of the Corporation Yard and the Skate Park.

The consensus of the Commission was that the plan is generally on the right track.

Variance and Design Review Permit, 224 Ricardo Avenue, VAR2024-009 and DRPC2024-015

The Property Owners are requesting permission to demolish the existing garage at the rear of the lot, construct a new garage at the front of the property, and make hardscape and landscape improvements. The application requires two variances to construct within the 20-foot street yard setback and to exceed the maximum allowed structure coverage.

Public testimony was received from:

Stacy Farenthold, Property Owner, stated the proposed 2-story garage will be built in front of the property. It will achieve safety, aesthetic form and practical functionality. The property currently features a garage in the rear yard and there are challenges backing out in regards to visibility.

Date	Name	Moraga Canyon Specific Plan Comments
8/12/2024	Garrett Keating	In tonight's discussion of building designs for Moraga Canyon I hope you will inquire about the "net zero" capability of these designs: can they accommodate solar panels on the roofs, are they suitable for micro-gridding and batteries, is one design better or worse for passive solar heating and cooling. The Housing Element adds 7000 MT GHG to the city's 32,000 MT annual emissions so the carbon footprint of these designs should be a factor in what design is chosen.
8/12/2024	Irene Cheng	Verbal comments made at the Planning Commission meeting.
8/12/2024	Marjorie Blackwell	Verbal comments made at the Planning Commission meeting.
8/12/2024	Chris Read	Verbal comments made at the Planning Commission meeting.
8/12/2024	Ralph Catalano	Verbal comments made at the Planning Commission meeting during open forum.